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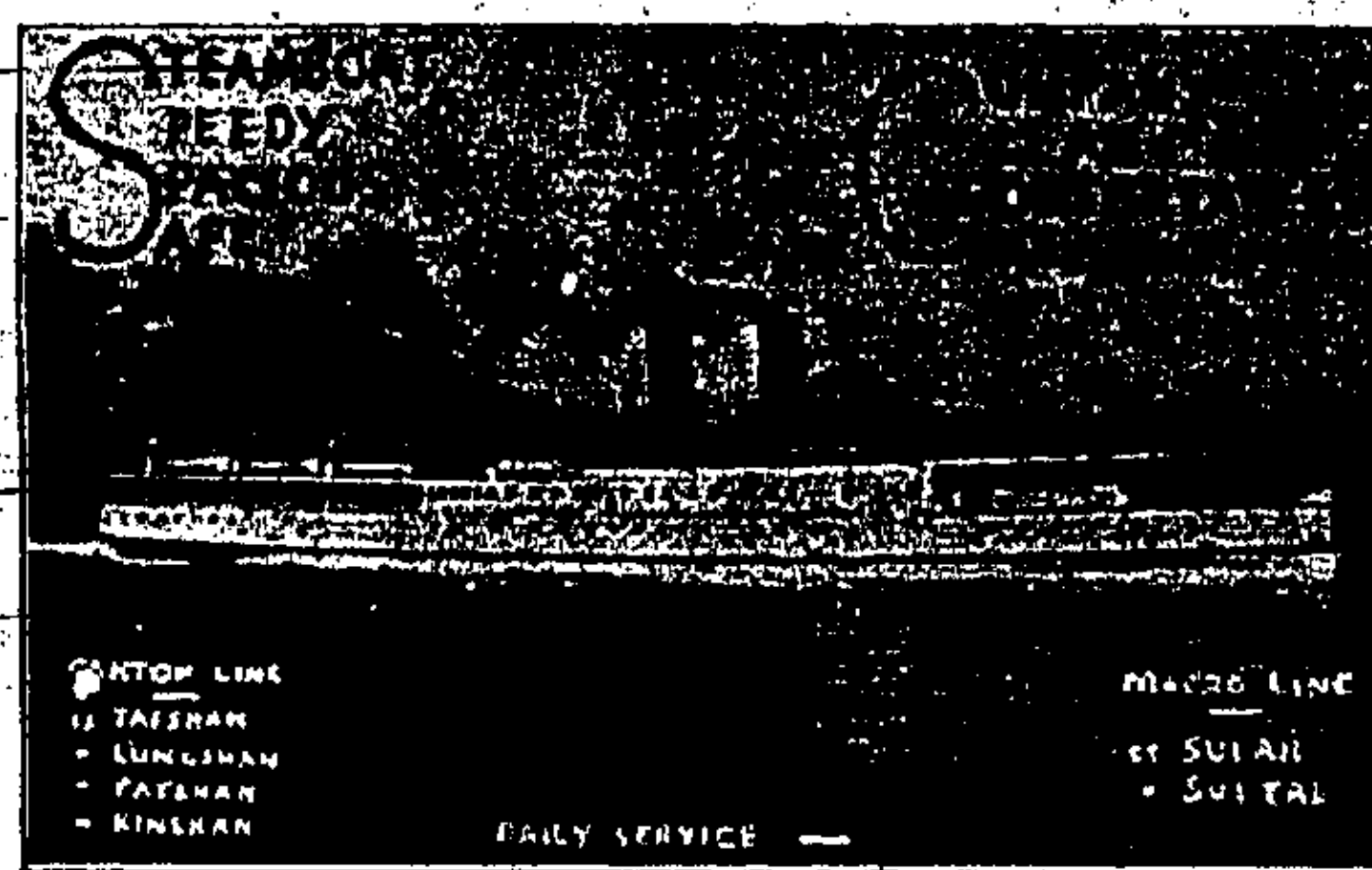
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ROYAL NAVY

(Special Air Mail Service)

London, Dec. 28.
The Admiralty notified the following appointments recently:—
Capt.—E. C. O. Thomson, D.S.O. to Victory for S. O. Technical course, Jan. 14.

Cmdr.—H. B. Crane, to Glorious, in command, Dec. 27; I. A. P. MacIntyre and A. M. Williams, to Victory for Technical course, Jan. 14; F. J. Walker, to Falkmouth, in command, on recomms; and A. S. Lindsell, to Caledon, undated.

Payr.—Cmdr.—H. K. Totton, lent to N. Z. Division for three years, Jan. 24.
Lt.—Cmdrs.—G. Willoughby (Fit Lt. R.A.F.), reattached to R.A.F. and apptd. to Victory for i.f.d. at R.A.F. Base, Gosport, Dec. 3; B. B. Junor, to Dryad for Tactical course; and D. G. F. W. MacIntyre, to Woolston, Jan. 7; and H. P. Henderson, to Cyclops, on recomms.

Engt. Cdrs.—W. J. Perrow, to Kempenfelt (Dec. 28); A. W. Cross, to Centurion; and J. J. Bonson, to Caledon (undated).

Lt.—Cdrs.—R. H. Cowan and G. A. Bateman, to Caledon (undated).
Payr. Lt.—Cdrs.—A. W. Laybourne, to Valiant (Jan. 8).

Chaplain.—The Rev. J. N. C. Holland, B.A., to Ganges, for Shotley Training Establishment (Jan. 9).

Lts.—H. W. S. Sims-Williams, to Drake (G) (Jan. 3); and J. R. Carr, to Valiant (Jan. 8).

Surgn. Lts.—A. J. Glazebrooke, to Excellent; G. D. Wedd, to Victory; for Haslar Hospl.; J. W. Rhys, and W. A. S. Grant, M.B., to Pembroke, for R.N.B.; E. D. Caldwell, M.B., R. F. Stenhouse, M.B., and E. James, M.B., to Drake, for R.N.B. (Dec. 29); P. K. Fraser, M.B., to Victory, for R.N.B. (Dec. 29), and to Hood (Jan. 12); R. M. Kirkwood, to Victory, for R.N.B. (Dec. 29); and C. Ommanney-Davis, to Drake, for R.N. Hospl. Plymouth (Jan. 8).

Sub-Lts.—S. B. Bintley, to Witch (Dec. 24); G. Gore-Booth, to Sturdy; and J. C. M. Harman, to Dragon (Jan. 2); A. S. Whitworth, to Skipjack (Jan. 5); and D. Vincent-Jones, to Wellington (on commg.).

PRIZES AWARDED

The Jackson-Everett Prize for 1934, offered annually to the officer passing the best final examination when qualifying as a signal specialist, has been awarded to Lieutenant the Hon. D. C. Cairns, R.N., of H.M.S. Nelson. Lieutenant Cairns passed out of Dartmouth in July, 1928.

Paymaster Sub-Lieutenant J. Charles, R.N., of H.M.S. Devonshire, has been awarded the Gedge Memorial Medal and Prize for 1934, on passing the best examination for that rank. He entered the Fleet as a paymaster cadet in September, 1931.

The Difference

"Yes," said the great man, "I woke up one morning and found myself famous."
"It was slightly different with me," sighed the other. "I found myself famous—and then I woke up."

ROYAL AIR FORCE

Defence College Students

(Special Air Mail Service)

London, Dec. 28.

Appointments are notified for two of the R.A.F. officers who have attended the 1934 course at the Imperial Defence College, one of whom is Squadron Leader O. R. Gayford, the pilot of the Fairey-Napier monoplane which in February, 1933, established a world's long-distance record by a non-stop flight from Cranwell to Walvis Bay, a distance of 5,340 miles.

Wing Commander A. W. F. Gienny, M.C., D.F.C., who takes up staff duties with No. 22 Group (Army Cooperation Squadrons) at South Farnborough, was seconded to the R.F.C. in February, 1918, from the Royal Army Service Corps as an observer, while serving in France, and was regraded as a flying officer in August, 1918. In 1930-33 he was Senior Air Force Officer in H.M.S. Hermes in China.

Squadron Leader Gayford joined the R.N.V.R. in August, 1914, served in France in armoured trains and in the North Sea in destroyers and minesweepers, and was commissioned as an observer officer in 1918. He graduated as a pilot in 1921 when adjutant at Netheravon, and served at Constantinople in 1922. Much of his subsequent service has been in Iraq, Iraq, and Africa. He has been in command of the Squadron of Victoria night bombers at Worthy Down.

Friendly matches, Hong Kong Hockey Club Seniors v. East Lancashire King's Park, 5 p.m.

Lawn Tennis—Ladies Recreation Club-American Tournament, 2 p.m.
Rugby—Club "A" v. a Navy Fifteen (Club Ground), 4.45 p.m.

Sunrise—7.06 a.m. Sunset—6 p.m.
Tides—High at 9.16 and 19.06. Low at 2.07 and 11.40.

Thursday, Jan. 17.

Auctions—Lammert's, Household Furniture, Sales Room, 2.30 p.m.

Cinemas

King's—"That's A Good Girl."
Queen's—"Elmer and Elsie."
Central—"Chinese Picture."
Oriental—"Paris Interlude."
World—"Chinese Picture."

Alhambra—"The Frightened Marshall."
Majestic—"Springtime For Henry."

Star—"The Midshipmaid."

Lectures—Dennis H. Paul, Theosophical Society, H. K. Club Annex, 6 p.m.

Meetings—Women's Fellowship, St. Andrew's Hall, 3 p.m.; H.K. Union Church Deacon's Court, 5.30 p.m.

Miscellaneous.—Claims against the Estate of Ezekiel Grayson Constantine, due; Whist Drive, Civil Service Cricket Club, 8.45 p.m.

Moon.—XII Moon, 13th Day.

DIARY OF LOCAL EVENTS

TO-DAY

Tuesday Jan. 15.

Auctions—Hughes and Hough, Government Stores, Royal Army Ordnance Depot, Queen's Road East, 9.30 a.m.

Cinemas

King's—"Belle Of The Nineties."
Queen's—"Outcast Lady."
Central—"Chinese Picture."
Oriental—"Paris Interlude."
World—"Chinese Picture."

Alhambra—"The Frightened Marshall."
Majestic—"Springtime For Henry."

Star—"Central Airport."

Meetings—St. Andrew's Church Finance Committee, 8 p.m. Club Committee, 9 p.m.

Miscellaneous.—Royal Navy Review, Happy Valley; Entries close for St. John Ambulance Painting Competition; Rotary Tiffin, Hong Kong Hotel.

Moon.—XII Moon, 11th Day.

Badminton—"B" Division, Y.M.C.A. v. Sailors' and Soldiers' Home, 8 p.m.

Hockey.—Triangular Tournament, Hong Kong Hockey Club v. Royal Navy (Club Ground, King's Park), 4.30 p.m.; Friendly matches, Y.M.C.A. v. Royal Engineers (Y.M.C.A. Ground), 5.15 p.m.

Sunrise—7.06 a.m. Sunset—6 p.m.

Tides—High at 7.55 and 18.13. Low at 1.15 and 10.37.

Wednesday, Jan. 16.

Cinemas

King's—"Belle Of The Nineties."
Queen's—"Outcast Lady."
Central—"Chinese Picture."
Oriental—"Paris Interlude."
World—"Chinese Picture."

Alhambra—"The Frightened Marshall."
Majestic—"Springtime For Henry."

Star—"The Midshipmaid."

Entertainments—Grand Concert by Massed Bands of H. M. Ships of China Fleet, China Fleet Club Theatre, 9 p.m.

Lectures—Rev. C. B. R. Sargent, M.A., Sailors' and Soldiers' Home.

Meetings—Victoria Chess Club, Lane, Crawford's, 5.15 p.m.; Members and Creditors, China Can Co. Ltd., 2 Davis Street, Kennedy Town, 3 and 4 p.m. respectively; Kowloon Union Church Women's Guild, 10 a.m.; Ka Wah Savings Bank, Ltd., 208 Des Voeux Road Central.

Miscellaneous.—H.K. Union Church Social to Servicemen, 7.30 p.m.; Whist Drive, Seamen's Institute, 9 p.m.; Fireside Discussion, European Y.M.C.A.; Klondyke Whist Drive, St. Andrew's Hall, 9 p.m.

Moon.—XII Moon, 12th Day.

Badminton.—Men's Doubles, "A" Division, Club de Recreio v. St. Andrew's; Chinese R.C. v. Kowloon C.C., "B" Division, Takoo R.C. v. Fire Brigade, 8 p.m.

Hockey.—Triangular Tournament, Army v. Royal Navy, 4 p.m.

(Continued on Previous Column)

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THE RIGHT-HAND STREET LIGHTING RULE

Would This Rule Of The Road Be Helpful

An old topic of discussion—the "right-hand rule"—has come to the fore again. This rule makes it obligatory on all road users to give way, at crossings and road junctions, to vehicles approaching from the right. Traffic approaching from the left can be disregarded. There is no doubt that a proportion of road accidents is caused by drivers assuming that other drivers will give way to them at road intersections, and unquestionably some easily understood rule of the road specifying who has right of way would be sound. The question is, to what extent should any such rule be applied?

In France the right-hand rule was tried for a length of time sufficient to test it thoroughly. It was found that, while it worked well in towns, it was not nearly so satisfactory on big roads in the open country. It is not difficult to understand why this decision was reached; for the right-hand rule meant that drivers on the great "routes nationales" were hampered by having to slow up at every cross-road because something might be approaching on each lane or even on each farm track coming in from the right. The French are not people who suffer fools gladly nor do they expend much affection on unnecessarily restrictive road laws. So the right-hand rule went out of favour for the "routes nationales" outside cities and towns, while it was decided to retain it in them.

A Steadying Effect

The rule thus restricted appears to work well enough. In Paris, for example, though it does not entirely prevent collisions at street intersections, it steadies the traffic and restrains the effervescence of the Parisian taximan. It should be equally beneficial in big towns in our own country, though it is

Street lighting has a very direct bearing on road safety, and the position as regards England is by no means satisfactory. Many of the systems now in use are positively dangerous, being ineffective for the purposes of motor traffic and yet of sufficient strength to persuade drivers to switch off their head lights. Several experiments have been made of late by the large electrical concerns, and the results achieved over certain sections of road have been remarkable. It will not be forgotten, however, that street lamps are provided not for the convenience of road vehicles alone, and complaints have been made against otherwise excellent systems that they did not enable householders to see the holes into which to insert their latch-keys!

Is it too early as yet for the Departmental Committee of the Ministry of Transport considering the question of street lighting and road safety to come to any definite decision? The "obvious" ideal is for standardisation throughout the countryside of some approved system, but it is probable that such a recommendation at the moment would cause stagnation when there is need of a general improvement. At any rate, steps should be taken to prevent the erection of any more lamps of obsolete type.

arguable that, since we drive on the left-hand side of the road and the French on the right-hand side, a left-hand rule should be applied in Great Britain. In our opinion, this point is not material; what is wanted is some rule to give precedence at town street crossings.

On Class A roads in the open country either a right- or a left-hand rule would have many of the same objections in our own country as was found to be the case in France. Outside towns—let us say outside "built-up areas"—main road traffic should have right of way. On every subsidiary road, fifty yards before its junction with a more important thoroughfare, there should be a "Major Road Ahead" sign with "Stop!" added to the wording.

MOTOR JOTTINGS

BRITISH CARS FOR THE WORLD

Improving Conditions Generally

Figures mean little unless they are comparative, so that in this article it is necessary to say something not only concerning British progress, but also about that of our chief rival, America.

There can be no doubt that the United States retained even at the depths of the depression a very large export trade in the automobile industry. Nevertheless, the total American passenger car sales overseas for 1933—67,355 units—were the lowest since 1921.

It is, in fact, easy to overestimate the volume of America's automobile exports; and pessimists frequently do so without the slightest knowledge of the actual figures. It may surprise many readers to know that in certain months of recent years, namely, November, 1931, October, November, and December, 1932, November and December, 1933, and January, 1934, our exports of passenger cars and chassis have actually exceeded those of the U.S.A.

This year our rivals have made a great step forward and exports in the neighbourhood of 160,000 vehicles are being spoken of. As the total British production for 1933 (year ending September 30th) numbered 216,149, it is obvious that on sheer number we cannot hope to compete.

But, luckily, this is not so important. A thriving export trade is one in which a large proportion

When that drastic step is taken—and not before—we shall have a very big reduction in cross-road accidents.

of the total goes overseas, and in this we can justly pride ourselves.

40,000 Exported Last Year

In 1933, the last year for which complete figures are available, this country sold overseas 33,763 passenger cars in complete form, and 7,193 chassis. Australia is largely responsible for the latter figure, as, owing to the high body duties, nearly all its imports are in chassis form. We thus have a total of 40,956, exclusive of commercial vehicles and trucks, or a proportion of about 19 per cent.

To put the same thing in another way, one car in every five made is exported, and, of the exports, four out of every five go to the Dominions and Colonies.

The first fact is creditable; the latter not so impressive. Glad though we are to see the Empire buying British, it is somewhat of a reflection that only four out of every hundred British cars made are bought by foreigners.

It was inevitable that America's export trade should be great. The character of the country, geographically, and the vast distances to be covered, led naturally to the development of a type of automobile well suited to the needs of a large portion of the world. That was an accident—a lucky accident, perhaps, but still an accident. America has never gone out of her way to produce an automobile suitable for export at the expense of unsuitability for the home market. It has not been necessary, and even if it had it is doubtful whether it would have been a commercial proposition, for the simple reason that of every hundred American automobiles produced, ninety-three or ninety-four are sold at home. That is a fact not generally realised. For those who may doubt the statement made above, here are the detailed export percentages of the total production:—

	1931	1932	1933
	Per Cent.	Per Cent.	Per Cent.
Great Britain	12.5	19.1	19.0
America	9.8	10.3	7.3

In making this approximation, by the way, it has been considered fairest to discount the Canadian production altogether. America is fond of claiming this to her own credit, but the Canadian subsidiary factories themselves, apart from the political necessity of showing a certain percentage Empire content to qualify for preferential tariffs, are, in general, disposed to pride themselves on the British origin of their products. Thus, it has seemed best to confine the statistics here given to goods actually produced in Great Britain and the U.S.A. respectively.

British designers, in their endeavours to circumvent the British method of taxation, based on the number of cylinders and the bore, coupled (later) with a fuel tax in addition, have been driven to develop the small-capacity, high-revving engine. It has been developed to a high pitch of efficiency and economy, but it never could and never will compete in top gear performance or acceleration with the big six or eight-cylinder vehicle.

Average Performance Compared
Nevertheless, the discrepancy in performance is not so great as critics would like to pretend. Of these tests the majority are of British-built cars. Nevertheless, there are sufficient of transatlantic origin for a fair average to be drawn.

These figures show that a typical British car is a six-cylinder of about 14 h.p. or under two litres in capacity, while the average American vehicle is an eight-cylinder rated at 22 h.p. or of over three litres.

To come now to the relative performance, the British machine has a top speed of 67.55 m.p.h. on a back axle ratio of 5.05 to 1. The American machine 73.03 m.p.h. on a ratio of 4.5 to 1—only 5 m.p.h. faster.

In acceleration, again, the typical British performer shows a reading of 7.25 sec. from 10-30 m.p.h. on a ratio of 10.18 to 1. America scores again by two sec-

OUTSIDE SHOPS

Shopkeepers are often painfully aware of the loss their business suffers when the police will not permit cars to be left outside or in the neighbourhood of their premises for any reasonable length of time. The human race being what it is, the majority even in "this Isle of Liberty" accept the matter philosophically and content themselves with a grumble to their friends or an occasional remonstrance to the authorities. The result is that shopkeepers lose trade and motorists a great convenience.

That pressure may successfully be brought to bear to prevent unnecessary interference with the parking of cars outside shops is shown by a recent case in Cardiff, when two drivers were summoned for obstruction. It was stated that tradespeople in the City Road area were losing business as a result of a lack of parking facilities, and that a petition on the matter signed by sixty shopkeepers had been sent to the Watch Committee. The magistrate, in imposing a nominal fine in each case, said he did not wish to do anything in the court which might prejudice the interests of suburban shopkeepers.

Tradesmen in other areas should similarly combine when they suspect their local police of officiousness; motorists would certainly thank them. It will be remembered, incidentally, that Cardiff has in the past been the scene of some unusual prosecutions, based on an unduly strict interpretation of the laws, for the carrying of goods in private cars.

onds with a figure of 5.4 sec. on an 8.94 to 1 gear.

On the other side of the picture the British car is shown to have better braking on the average, and to score heavily in the matter of fuel consumption. In 1932—the last time this figure was given—the advantage lay with Great Britain to the tune of an average of 23.89 m.p.g. as against

(Continued on Page 3)

THE INSURANCE THREAT

An Impending Increase

There now seems no doubt that the tariff companies in the car insurance world have arranged to raise premiums in the very near future. The increases will affect motorists who keep cars in certain densely populated areas, while those whose cars are kept well outside such areas will continue to pay at the old rates. It is known that the question of rates has been under review for some time by the tariff offices. The main argument advanced in favour of an increase is that, for several years past, loss has been experienced by the insurance companies in respect of their "town" business which justifies an important revision of premiums.

Evidence Wanted

"Can this contention be substantiated by figures?" The motorist is not unreasonable; he does not want to see his insurance company running at a loss, but he will not tamely submit to yet another imposition unless he is convinced that it is really justified. At the moment there is no generally available evidence that the insurance concerns are losing money on their town business. Indeed, what evidence there is seems to support the opposite view. How is it that premium rates far below the tariff scale are quoted for certain cars by insurers who are recommended by the eminently shrewd and reliable manufacturers of the vehicles in question? Again, how is it that specially attractive rates are quoted for certain very popular machines? Are the insurers losing money at these rates? If so, they should be discontinued and the risks referred to should be covered at premiums corresponding with those asked for less popular models.

Unless the tariff companies come frankly into the open and give motorists "definite proof" that rates must go up, there will be grave risk of a great "landslide" away from the tariff concerns and towards companies which are prepared to cut rates. Beyond a cer-

tain point a rate-cutting competition would be most dangerous, for it might result in a crop of insurance failures, and in many motorists being ruined by having to meet heavy claims themselves. It is most sincerely to be hoped that the tariff concerns will not precipitate any crisis of that kind. Their duty is obvious: "If they have a sound case they must prove it by facts and figures" which are so clearly set out that the man in the street can easily understand them.

What is actually wanted is a complete revision of the system of rating. The horse-power of a vehicle has no close relation to the claims that may have to be met. Cheapness of spares and body and chassis design are more important points. A buckled wing on a popular 30 h.p. car spares readily available may be a matter of shillings—and a matter of pounds on a much smaller car of complicated type. Those foreign cars which are sold over here in limited numbers are likely to be more expensive to repair than popular models of home origin on account of the difficulty of obtaining replacements. In most serious collisions the vehicles are more heavily damaged at the front than at the back. A front-wheel-drive car in these circumstances is very obviously liable to cost more to repair than one or an orthodox type.

"What has horse-power to do with these matters?"

Sound Distinction
A distinction between town and country cars seems obviously sound. It has been used successfully in America, and in Great Britain as well by certain companies. But the greatest reform, and the one which would appeal most to motorists, would be to lay more stress on the skill of the driver. "No-claim bonuses should rise far above their present heights." To balance this, flexible use should be made of the excess system, drivers with bad records having themselves to bear the first part of any claims.



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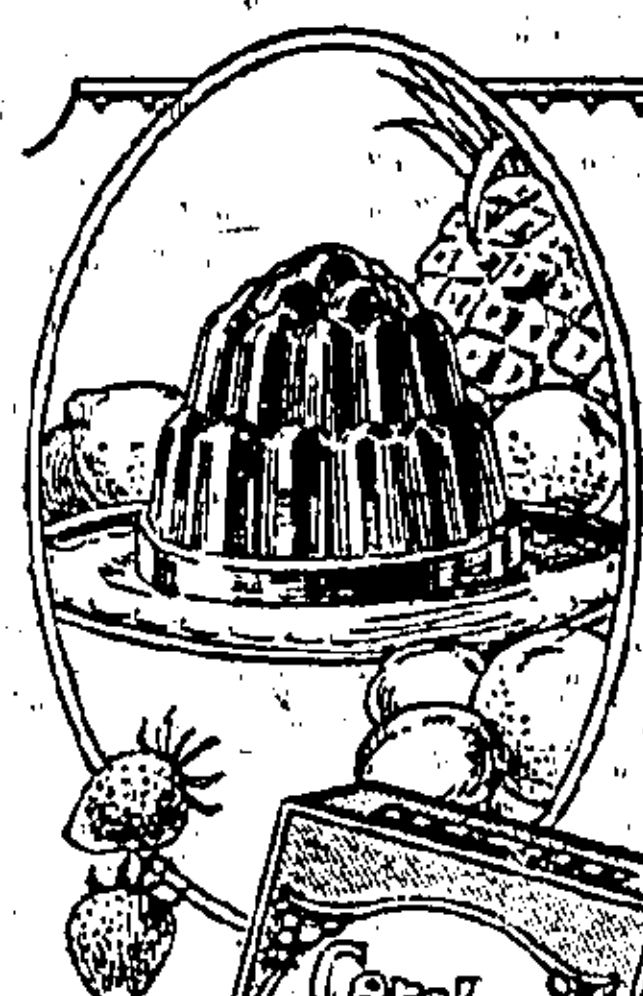
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THE DAZZLE PROBLEM

Is It So Difficult After All?

The Minister of Transport proposes to issue, in the near future, Regulations designed to reduce the dazzle nuisance. It has always been said that the problem of head-lamp dazzle is very difficult to solve, assuming that one essential factor is the provision of adequate light for driving at a reasonable speed. That there are difficulties cannot be gainsaid, but that they are anything like insoluble is not the case.

What is essential is that "all cars should be equipped with some effective anti-dazzle device and that its use should be compulsory." The amount of driving light available with the device in use would, naturally, vary according to the type of mechanism and the wattage of the bulbs. It would be to a driver's advantage to have the best system available, but, in any case, he would have to regulate his speed at night according to the light at his disposal. As to regulating the wattage or candlepower of head-lamp bulbs, this is unnecessary, provided their light is not thrown towards the eyes of approaching drivers. Perhaps it would be possible to specify an approximate minimum distance at which the anti-dazzle device should be brought into play.

So far as the best system of combating dazzle is concerned, it is impossible to dogmatise. The dip and switch cannot be beaten for killing dazzle, but it is apt to leave the centre of the road with insufficient illumination; the twin-filament bulb has many advocates, but when the out-of-focus filament is in use there is not much driving light thrown ahead; the flat-top beam is also good in certain respects, but it usually compares unfavourably in actual length of beam with the more customary type of circular beam. It is, therefore, obvious that all these methods of reducing dazzle and still retaining enough driving light are in the nature of compromises. All, however, are quite reasonably effective, and if the use of one or perhaps, of a combination of two of them were compulsory there would be little serious cause for complaint. When the Minister drafts his final Regulations he will not have to require expensive alterations to the vast majority of cars now on the roads. If he stipulates that one of the approved devices must be fitted, kept in proper adjustment, "and used," he will have done enough.

BRITISH CARS FOR THE WORLD

(Continued from Page 2).

13.63 m.p.g.—a saving of over 37 per cent.

All the same, in spite of certain advantages held by the small capacity engine, the reduction in horse-power tax which comes into operation on January 1st, 1935, will be of undoubted value from the export viewpoint. Already manufacturers are increasing the capacities of their power units or offering larger engines as an alternative without extra cost.

Under the new schedule they will be able to sell many of these larger models, originally intended solely for export, in the home market as well, thus lowering the overhead costs per machine.

Let us turn next to the average price of the two nations' exports. Despite all that is said regarding the low first cost of the American automobile, the fact remains that the Customs declared average value of British chassis and complete vehicles over the whole of 1933 worked out at only £123.8. The American average was \$497.6, which works out at about £299 10s.

PASSENGERS

S.S. President Taft. The following passengers disembarked from S.S. President Taft which arrived from Manila yesterday:—Dr. G. Bechamp, Mrs. Leona Garney, Mr. Chenis Lens, Mr. and Mrs. Co. Keng Hap, Mr. Chua Lo Ta, Mr. Chang Lee Chung, Miss M. Pollet, Mr. Go Lanco, Mr. M. Hirata, Miss Ampara Lavada, Mrs. F. B. Lynch, Mrs. M. A. Norcross, Mrs. F. M. McArthur, Mr. Y. Muro, Mr. J. Parny, Mr. A. Rebel, Mr. E. M. Beaman, Mr. and Mrs. Chapman, Mrs. M. Y. Smit, Mr. F. A. Smit, Mr. P. W. Thomas, Dr. H. E. von Bantz, Mr. E. W. Womersley, Mr. Paul Wrenn, Mr. M. Yamuchi, Mr. Wang Tsu Ngan.

THE INDIA DEBATE

Memorable Occasion

(Special Air Mail Service)

London, Dec. 28. Never before was the House of Lords so full as it was at seven o'clock the other night, when Lord Hailsham rose to reply for the Government at the end of the four-day India debate.

Behind the Ministers the red benches were filled with Conservative peers. There was also a big Conservative overflow on to the benches on opposite side of the Chamber. The cross-benches were fully occupied, and many peers stood behind the Woolsack. To the left of the Government Front Bench sat the two Archbishops and twelve bishops, among whom was the bearded Bishop of Exeter, Lord Salisbury's brother.

Commoners and Peers

Privileged members of the House of Commons sat on the steps of the Throne, and more Commoners were standing at the Bar or sitting in the side galleries. Two long rows of peers also listened to the debate.

The House must have presented a picture comparable to this in the days of the great Reform Bill battles a little over a century ago.

Lord Lloyd on his day can speak with great effect, and the other night, for close on an hour he spoke with a vigour seldom heard in the Upper House.

UNACADEMIC CAMBRIDGE

The New Arts Theatre

(Special Air Mail Service)

London, Dec. 28.

It is understood that the new Arts Theatre in Cambridge—which has just been registered as a private company with a nominal capital of £15,000—is to be on Peas-hill, at the back of King's parade.

The policy of the new theatre will be as wide as the tastes of its two Cambridge directors, Mr. Maynard Keynes and Mr. George Rylands.

Possibly highbrow, but certainly not academic—was how it was described. Ballet is to be given as well as the legitimate drama. Films of the more advanced Continental type will also be shown.

King's Dons as Directors

Mr. Keynes' interest in the theatre and in the ballet, where Mrs. Keynes, as Mme. Lopokova, long reigned as a star, is common knowledge.

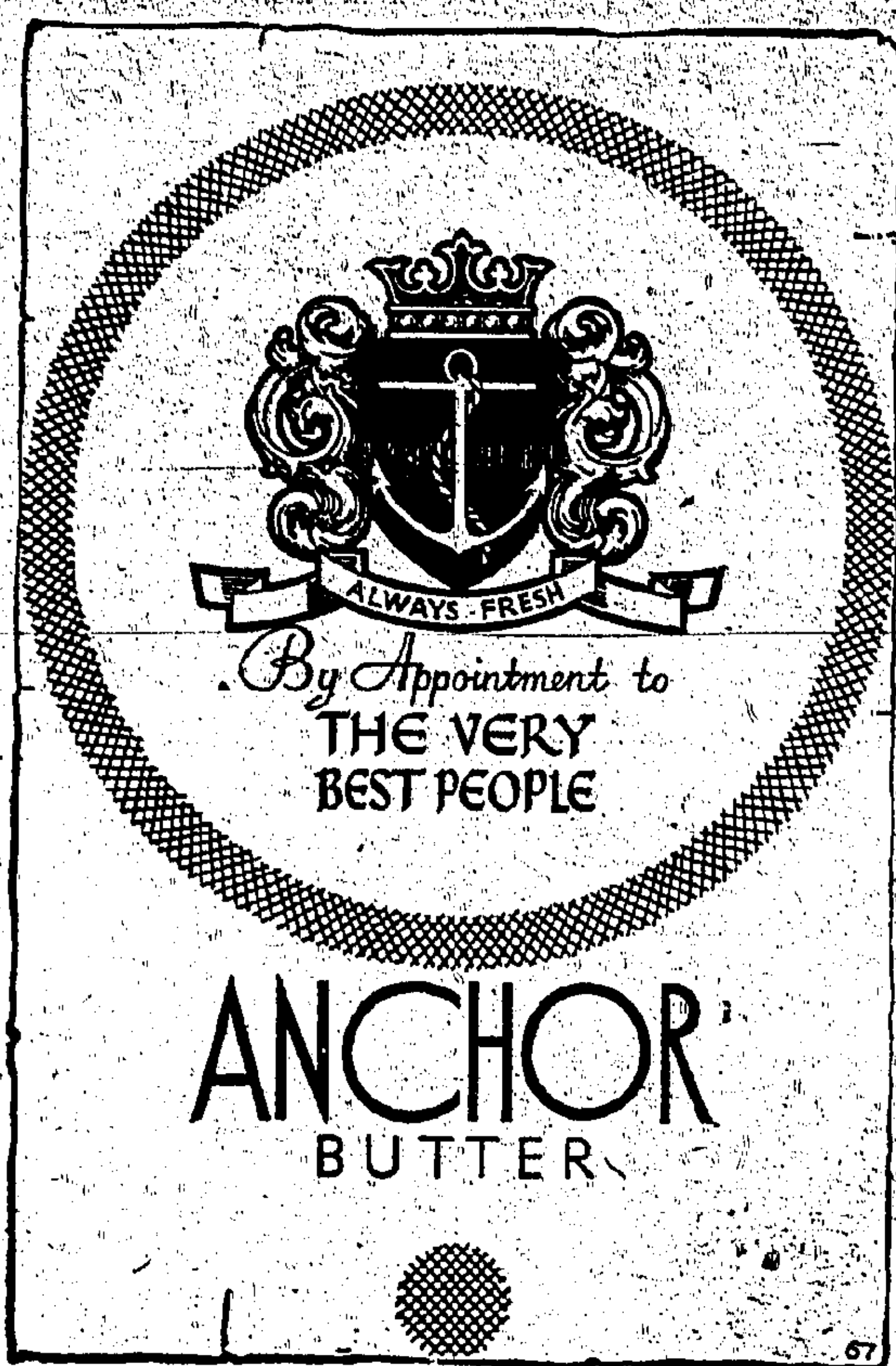
Mr. Rylands, who is a specialist in the Elizabethan drama, was a prominent member of the A.D.C., as an undergraduate, and as a King's don has maintained his interest in the club.

Early this year a project, was formed for the A.D.C. to co-operate in the present scheme.

This proved impracticable, and

the A.D.C. decided to rebuild their own premises in Park-street, which were burnt down in 1933.

The new theatre will open next October or November. It is to seat 500.



Weak Teeth

are usually due to a lack of Calcium (lime) in the body

For Women

Kalzana is of the greatest value in regulating the bodily functions. Any lack of calcium results in pain and prostration, but these are quickly relieved as soon as the shortage is made good. By taking Kalzana, the scientifically approved calcium treatment, you can avoid pain and discomfort. By restoring the balance of calcium in a natural way, Kalzana must do you good, and cannot possibly be harmful.



Remember that your teeth are living parts of your body. The food they require is Kalzana, the calcium food. If your teeth get too little calcium, they become weak and liable to decay.

Such teeth are a constant cause of pain and trouble and never look healthy.

Start taking Kalzana and notice how quickly your teeth become strong and white. By taking Kalzana, pain and trouble are prevented, decay is arrested and your teeth permanently strengthened.

Make your teeth strong and white with KALZANA



Weak and difficult Children

are often so because of a lack of calcium in the body. Rapid growth demands a great deal of calcium to form strong bones and healthy tissues. When kept short of calcium, children become nervous and moody, and difficult to manage.

Children "A listless difficult Child"

is a child whose constitution is out of order, writes a famous physician.

Rickets

are a sure sign of lack of calcium. Give your child Kalzana; the calcium food. Kalzana will make his bones strong and straight, will overcome weakness and will prevent deformation.

After having examined a great many difficult children, he writes: "I could prove that the blood of many so-called 'difficult' children was poor in Calcium."

Lack of Calcium in the body causes many different complaints. Regain your health by taking KALZANA

The Calcium Food

At all Chemists

Made by the manufacturers of Senatogen & Formanin

Before Baby comes

The expectant mother should be careful to remember that she must supply all the calcium needed to form her baby's bones and tissues. Kalzana gives all the extra calcium needed, and corrects any shortage in the mother's diet. It protects the mother against loss of hair, decay of the teeth, vomiting, general weakness and debility while it also ensures her baby against any predisposition to rickets.

Preserve your own health, and safeguard your baby's by taking Kalzana in good time.

(Use it during the last six months of your pregnancy)

Note

Only in the scientific form of Kalzana—a combination of calcium lactate and calcium lactate—can you be sure that the calcium will be absorbed and retained by the body. Ordinary calcium administrations are often useless. It must be Kalzana.

Characteristic signs of lack of calcium in the body are:

- / Eczema
- / Night sweats
- / Inflammation of the Skin, caused through unhealthy blood.
- / Nettle rash
- / Colds of long duration
- / Bleeding of the Nose and other forms of excessive bleeding
- / Loss of Hair
- / Tooth decay in grown-ups and children.

These complaints show that your body is suffering from a lack of calcium. Kalzana will conquer your complaint by removing its cause (lack of calcium).

The opinion of well-known medical papers about KALZANA:

"The Pharmaceutical Journal of New Zealand," Jan. 1930. "Kalzana has been used with very good results in cases of calcium deficiency, such as bone disease, dental caries, rickets, weakness in growing children, during pregnancy and lactation. In fact, in all cases where a diet with an excessive amount of calcium is necessary." "Rickets for the most part is a lack of calcium. Kalzana will get all the calcium that your body needs for the normal growth of the child."

"The British Journal of Tuberculosis," April 1929. "We have employed Kalzana with much advantage in the management of delicate children. It seems to be of considerable service in cases of rickets and other medical conditions of infancy and also as a preventive of dental caries. For pregnant women Kalzana is also beneficial."

Children take

Kalzana Tablets like sweets, a sure sign that their system is in urgent need of it.

In Diarrhoea—

Kalzana hastens the healing of the ulcerated and inflamed areas and soothes the nerves. With Kalzana the diarrhoea will very quickly stop.

"By use of 6 Kalzana tablets daily the Diarrhoea [in two severe cases] was stopped in an amazingly short time," writes Dr. ZUNTZ, the world famous Physician.

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LOST

LOST between Peninsular Hotel and Ferry. Man's Umbrella Crochet. Ask handle silver band engraved G. C. Suitable reward offered. Finder please communicate with Box No. 273, c/o Hong Kong Daily Press.

LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.

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ON

FRIDAY, JAN. 18, 1935

COMMENCING AT 10.30 A.M.

At No. 39, HUMPHREY BUILDING, KOWLOON

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

ON VIEW FROM THURSDAY, THE 17TH JANUARY, 1935.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

TO-DAY'S RADIO PROGRAMME

Broadcast by Z.B.W. on 355 Metres

12.30-2.10 p.m., European Programme

1.30 p.m., Recorded Music

1 p.m., Local Time and Weather Report

1.03 p.m., Recorded Music

1.30 p.m., Reuter Press Bulletins

Rugby Press News, etc.

1.40 p.m., A relay from the Hong Kong Hotel Roof Garden of the Rotary Club Timin Speech—Dr. Gilbert Russell on "Leprosy"

2.10 p.m., Close Down

PIANOFORTE RECITAL FROM THE STUDIO

TANGO ORCHESTRA TO-NIGHT

4-7 p.m., Chinese Programme

7-11 p.m., European Programme

7 p.m., Closing Local Stock Quotations, London and New York Stock and Commodity Quotations

7.08-7.33 p.m.

LIGHT ORCHESTRAL SELECTIONS:

Spanish Dance No. 1 (Granados)

Spanish Dance No. 2 (Granados)

Zampa-Overture (arr. Winter)

Saschinka (Schirmann)

7.33-8 p.m., VARIETY

Piano Solo—Four Aces Suite (Billy Mayer)

Humorous—The Old School Tie (Kindly loaned by a listener)

Violin Solo—Always (Kindly loaned by a listener)

Violin Solo—Song of Paradise (Kindly loaned by a listener)

Humorous—Jullus Caesar (Kindly loaned by a listener)

8 p.m., Local Time and Weather Report

8.03-8.33 p.m., From the Studio

A Pianoforte Recital by Lia Gurevitch and Luba Shafstain

PROGRAMME

1—Fantasia in G Minor (Bach)—List

2—Hungarian Fantasia for two pianos (Liszt)

3—Dance of Terror (de Falla)

8.33-8.55 p.m., Overture "Manfred" (Op. 115) (Schumann)

The B.B.C. Symphony Orchestra

8.55-9.12 p.m., Quartet No. 2 in D Major (Borodin)

Pro Arte Quartet

9.12-9.30 p.m., SONG MEMORIES

It's a Lovely War—Medley (arr. Somers)

Clarice Mayne—Medley (arr. Somers)

Clarice Mayne (Comedienne)

9.30 p.m., Reuter Press Bulletins

London 1 p.m. Stock and Commodity Quotations

9.35-10.30 p.m., From the Studio

Dance Music by Professor Tonoff, and his Tango Orchestra

10.30 p.m., Reuter Press Bulletins

Rugby Mid-day Press News, Further London Stock and Commodity Quotations

10.35-11 p.m., VOCAL GEMS

Bitter Sweet (Howard)

J. H. Reger

Whoopee

The New Moon

11 p.m., Close Down

BERLIN RADIO

9 p.m.—Dja, Dja Announcement (German, Engl.)

German Folk Song. Programme Forecast (German, Engl.)

9.15 p.m.—Works by Mozart and Bach. Conducted by Wilhelm Furtwangler.

9.45 p.m.—News in English on Dja and in Dutch on Dja.

10 p.m.—Relayed from Berlin: Concert of Light Music.

11.15 p.m.—News in German on Dja and Dja.

11.30 p.m.—Variety Programme with Soloists. Interrupted at 11.45 by Topical Events.

12.15 a.m.—News in English on Dja and in Dutch on Dja.

12.30 a.m.—Close down Dja, Dja (German, English).

RADIO MANILA

5 p.m.—Studio Musical Varieties.

5.30 p.m.—President McKinley Orchestra.

6.30 p.m.—Spanish Information Period.

6.30 p.m.—English Information Period.

7 p.m.—All Stars—Jack Parker, Harry Brown and Rudy Wiedott.

7.15 p.m.—Mo and Noth.

7.30 p.m.—La Gracia (Spanish).

7.45 p.m.—D.M.H.M. Programme.

8.15 p.m.—Max, Leo and His Hallucinations.

8.30 p.m.—Monty and Liza, conducted by Alvin Karpis.

8.45 p.m.—Star Quotations.

8.55 p.m.—On a Road.

10.30 p.m.—Sign Off.

TRAFFIC CENSUS IN BRITAIN

Intensive Degree Of Investigation

The most detailed and comprehensive traffic census ever made is to be undertaken in Britain during July and August of next year. By arrangement with Scotland Yard, a simultaneous census will be taken in Inner London.

This will be one of the most important features of the survey, which is to be undertaken by Lieutenant-Colonel C. H. Bresssey and Sir Edwin Lutens during the next three years, preparatory to the redesigning of Greater London's thoroughfares.

In an interview in which he discussed some of his plans, Colonel Bresssey pointed out that it had been the practice of the Ministry of Transport to conduct a traffic census on all Class 1 roads of the country at three-yearly intervals. The sequence was interrupted by the financial crisis, but arrangements had been made for that census to be taken next year.

"The Class 1 traffic census," he continued, "is I believe, the most detailed and comprehensive in the world, but next August we hope to make that census even more instructive by applying a more intensive degree of investigation into the traffic classes, and the origin and destination of the traffic in so far as can be ascertained without undue obstruction."

Basis of Survey
His first task, Colonel Bresssey said, would be to collect and examine all the available data regarding schemes which have been proposed, passed, left incomplete or never begun. This work, together with the traffic census, will form the basis of his survey.

Colonel Bresssey recalled that when he joined the Ministry of Transport, one of his first tasks was to take over the plans which had been prepared by the Greater London Arterial Roads Conference. He had to bring them up to date, and to this end he had secured the co-operation of the highways authorities of London.

"The Greater London arterial roads which are approaching completion," he stated, "lie mostly outside the densely built-up areas within the London County Council boundaries, and one cannot overlook the fact that the utility of these schemes is somewhat diminished by the fact that they discharge into thoroughfares which are certainly not of the same calibre."

Works are being started from day to day, and I hope that within the next two months, by agreement between the Middlesex County Council and the Buckinghamshire County Council, Western Avenue will be extended to its final destination on the main Oxford road."

WORLD'S IDLE TONNAGE

A great reduction in the laid up tonnage throughout the world has been brought about during the past two years. The diminution is due partly to the large number of ships which have been scrapped and the maritime losses which have taken place, and partly to the fact that there has been a slight and gradual increase in the volume of the world trade.

At the beginning of 1933 the tonnage laid up all over the world amounted to 14,592,000 gross tons, but by October, 1933, had declined to 10,863,000 gross tons, and in the same month this year the laid-up shipping has been brought down still further to 8,906,000 gross tons.

These figures are given in the Norwegian Journal of Commerce together with a detailed list of the idle tonnage in all the shipping countries. Among these are mentioned the United States as heading the list with 1,102,000 gross tons private owned and 1,374,000 tons owned by the Shipping Board, a total of 2,476,000 tons. Great Britain comes second with 1,638,000 gross tons, France third with 564,000 tons, Spain fourth, with 348,000 tons, and Italy fifth with 332,000 tons of laid-up shipping. Japan has 168,000 tons Norway 240,000, Germany 308,000, The Netherlands 303,000, Netherlands India 28,000, Sweden 8,500, Greece 185,000, Denmark 13,000, and other countries 600,000 tons laid up.

Among the vessels laid up are a great number of obsolete ships which will never again be able to compete in the open market, and which will have to be scrapped. It is significant that 82 per cent of the American Shipping Board's vessels are laid up. It is probable that the majority of these have reached a ripe old age and will be thrown on the scrap-heap. Further, 30 per cent of the French merchant fleet and 17 per cent of the Spanish merchant fleet are laid up; and as will be known both of these countries have quite a large number of old vessels. If a reasonable figure for obsolete tonnage be deducted, together with some 700,000 gross tons representing idle tanker tonnage, and if moreover an annual estimate of about 2 mill. tons be deducted for losses and scrapping, the tonnage of serviceable idle vessels a year hence should be of very small dimensions, as the modest number of new vessels which are being built are more than counterbalanced by the increase in the volume of world trade.

THE CIRCUS AT OLYMPIA

Inaugural Luncheon To "Lions"

(Special Air Mail Service)

London, Dec. 23

Mr. Bertram Mills has long removed any sting from the Roman moralist's tag—panem et circenses, the bread and circuses which undermined the old Roman virtues.

The inaugural luncheon of his circus at Olympia was an even more majestic affair than usual.

The Bishop of Croydon said the grace. Trumpeters of the Blues marked the high points of a miraculously organised function. Courses succeeded one another with astronomical exactitude and profusion.

Last of the Victorians

Lord Lonsdale, last of the Victorians, told us that for the fifteen years he had been connected with the circus "no performing animal had suffered from anything except anxiety to excel."

He would have been more accurate, however, if he had remembered to address himself to the microphone rather than the guests.

These numbered 1,800. Besides a pride of lions they included a column of editors—five London dailies were thus represented—and a pentameter of paragraphists.

One guest asserted that she heard the voices of other lions protesting from their cages that they had not been invited.

She was disappointed, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 25

AT THE STAR

Central Airport

Richard Barthelmess zooms into town in his latest First National picture "Central Airport" now at the Star. This thrilling air story is unusual in that it glorifies the commercial flyers of peace, rather than the birdmen of war, and it is said that "Central Airport" tops anything ever filmed in a picture of this nature in breath-taking flying scenes, romantic love, and unusual story content.

One of the most fascinating love triangles is formed between Dick, who believes a flyer's place is in the sky, not in the home, his younger aviator brother Tom Brown, whose viewpoint is just the opposite and the girl, Sally Eilers, who wants Dick's love but Tom's security.

Barthelmess plays the role of a commercial pilot who cracks up with a plane filled with passengers. Discredited he resorts to stunting with a travelling air-circus, which provides the colourful story with many intensely gripping scenes. After losing his sweetheart Barthelmess enters free-lance piloting with a savage recklessness, seeking danger in far off places, always to come through unscathed because of his uncanny ability.

William A. Wellman, a decorated World War aviator as well as being one of Hollywood's foremost directors, megaphoned "Central Airport." In his fine cast supporting the stars are Glenda Farrell, Harold Huber, Claire MacDowell, and James Murray.

OUTCAST LADY

Showing At The Queen's

There is a lift, a swing, an irresistible power to the drama of "Outcast Lady," the Metro-Goldwyn-Mayer production now showing at the Queen's Theatre.

Undoubtedly ninety per cent of its great impetus as an entertainment comes from the splendid romanticism of its two principal protagonists, Constance Bennett and Herbert Marshall, the newest notable pair of screen lovers.

Miss Bennett and Mr. Marshall are perfectly cast as the "Iris" and the "Napier" of Michael Arlen's great bit of emotional writing entitled "The Green Hat." There is a terrific sweep to Arlen's treatment of these two, with their amazingly tangled love affair, a sweep excellently preserved for the talking screen by scenarist Zoe Akins and Director Robert Z. Leonard.

An exceedingly strong supporting cast aids to keep the tempo of the emotionalism at a high pitch. Henry Stephenson, fresh from his triumph in "Little Women" is fine as the stern Sir Maurice, Alec B. Francis has a beautifully done part as an old family retainer. Robert Lorraine is splendid as an unrequited lover.

Particularly outstanding, however, is Hugh Williams as the alcoholic temptuous "Gerald." Mrs. Patrick Campbell gives one of her inimitable performances as "Lady Eve," Lumsden Hare and Leo Carroll are also finely cast.

But, as was said at the start, the great impetus of the picture lives in the love-making of Miss Bennett and Herbert Marshall. It is a film to thrill all those thousands who like their romances acted to perfection.

KING AND COL. WARD

(Special Air Mail Service)

London, Dec. 23.

A message of sympathy from the King was received by Mr. Donald Ward, son of Lt.-Col. John Ward, the "Navvies' M.P." who died on Wednesday last. The telegram, which was sent by Sir Clive Wigram, was as follows:

"It is with much regret that the King has heard of the death of your father, whose career has Majesty has followed with interest and admiration. I am commended to assure you and your family of the King's sympathy in your loss. Col. John Ward will long be remembered for his services to his country, both in peace and war."

Mr. Ward's mother died some time ago. His brother, Dr. Larnier Ward, died in 1928. "He was conducting an intricate operation when he contracted a disease from the patient," said Mr. Ward.

PARIS INTERLUDE

At The Oriental Theatre

Mixing more than a hundred cocktails, none of which were drunk, was one of the arduous tasks of Ted Healy, when he played the comedy role of the bartender in the American bar in Paris, in "Paris Interlude," Metro-Goldwyn-Mayer's picturization of the New York stage hit which comes to the Oriental Theatre today and to-morrow.

Throughout the action Healy continually is mixing cocktails and passing them along out of sight down the bar.

The picture, a hilarious comedy of the going-on of newspaper folk, fashion designers, artists and others in Paris, had many odd production problems. One was to reproduce Lindbergh's plane and stage his landing in Paris.

Gorgeous costumes were designed for the glamorous fashion show. Another elaborate task was the staging of the great masquerade ball given by the art colony in the Latin Quarter.

The elaborate cast include Otto Kruger, Madge Evans, Una Merkel, Ted Healy, Edward Brophy, Bert Roach, Louise Henry, George Keeker and Richard Tucker. Hundreds of gaily costumed people appear in the more spectacular settings in the picture, in which a dramatic love story is told against a background of comical antics of tourists in the gay French capital.

As an extra added attraction the ever popular 6 Hollywood Blondes will present their novelty dance creations on the stage at every performance.

BREAKS TALKIE RECORD AT 83

Sir O. Lodge Spoke For 7 Minutes

(Special Air Mail Service)

London, Dec. 23.

At the age of eighty-three, Sir Oliver Lodge, the famous scientist, made his first "talkie" yesterday—and broke a film record! He spoke for seven minutes, the longest uninterrupted "take" of speech that has ever been made at the Gaumont-British studios at Shepherd's Bush.

The previous record was set up by George Arliss during the filming of "The Iron Duke," when the film star spoke for three and a half minutes in the House of Lords scene.

Sir Oliver was making a film for Gaumont British Instructional films.

He was one of a number of eminent scientists who are to give a series of film talks for the Institute of Electrical Engineers. Each has been a pioneer in the development of electricity.

A copy of the film is to be preserved in the vaults of the institute.

In making his film, Sir Oliver stood at a desk surrounded by dazzling arc lamps. Two cameras were focused on him. Over his head a microphone was suspended.

At least twenty men were busy with lamps and cameras and sound devices and all the paraphernalia of the modern film studio.

Peep Into The Future

Then, surrounded by electrical devices which to-day seem ordinary, the aged scientist, who could recall the work which has gone to their development, began to speak.

He told of how he remembered Lord Kelvin inventing the word dynamo.

He recalled the first electric lamp, invented by Mr. Swan, who said it would serve well for a reading lamp and would not require any matches for its lighting up.

Then, Sir Oliver looked into the future. He prophesied the work that lay ahead. "To complete the theory of the ether and to show how all things lead to an intelligible and concrete reality, very different from the abstractions and confusions under which we now labour."

When the film was finished he said he was not tired. When told that he had broken a film record he simply said: "I could have spoken for longer."

His mind was still looking into the future.

"It was the last part of what I said that matters," he said. "About the ether."

SHOWING
TO-DAY
AT
2.30, 5.10, 7.15
& 9.30 P.M.

KING'S

BOOKING
AT THE
THEATRE
Tel. No. 25313
25352

THE BAD GAL
OF THE GOOD
OLD DAYS!

Mae West
in
"BELLE OF THE NINETIES"
with
ROGER PRYOR
John Mack Brown
Duke Ellington's Orchestra
A Paramount Picture

NEXT CHANGE
SCINTILLATING MUSICAL COMEDY!

Jack Buchanan
in
"THAT'S A GOOD GIRL"
with
Elsie Randolph
Directed by JACK BUCHANAN
Produced by ALBERT WALKER
A British & Continental Production

THAT'S A GOOD GIRL

Coming To The King's

"That's a Good Girl" a British and Dominions vehicle starring the famous musical-comedy star, Jack Buchanan, is coming to the King's Theatre on Thursday.

It is a bright infectious farcical comedy with music, adapted from the successful stage play, and cleverly amplified for screen purposes. The gags and situations are built around a framework of proven and popular design, and their representation is bolsterous, expansive and original.

Buchanan, who will be remembered for his "Good-Night-Vienna" and "Yes, Mr. Brown," fills the role of director and star, and has a brilliant and versatile supporting cast, which includes Elsie Randolph, Vera Pearce, Dorothy Hyson, Garry Marsh, William Kenfall and Anthony Holles.

Jack Barrow, an impetuous youth, learns that he has inherited a legacy on condition that he visits the South of France and protects his wealthy cousin, Moya, from fortune-hunters. In order to impress his aunt, Moya's mother, he arrives accompanied by two well-bred friends, Francis and Timothy.

Francis, unfortunately, is entangled with Sunya Berata, a jealous opera singer who has put Joy Dean, an attractive detective on his trail. Joy is in love with Jack and disguises herself as a telegraph girl in order to be near him, while Francis, unaware of pending trouble, pursues Moya.

The tangle soon assumes crazy proportions with daylight coming only when Sunya eventually realizes that she is in love with her manager. Buchanan is in his best form and trips tirelessly through the picture, introducing the while a number of sprightly and tuneful songs and some hilarious dances partnered again with Elsie Randolph.

ELMER AND ELSIE

The Queen's Next Change

Dealing with the everyday problems of a typical American couple, "Elmer and Elsie," Paramount's new George Bancroft film will be shown from Thursday at the Queen's Theatre with Frances Fuller Roscoe Karns and George Barbier also in featured roles.

The film presents the virile star in a new type of role, entirely different from the roles he has been playing. Here, Bancroft is cast as a gruff, likeable, bashful truck-driver, who rises to great heights in business through the unselfish devotion of his wife.

Because he reads success stories, he believes his wife should confine herself to cook-books. Like his boss, played by George Barbier, he thinks that women's places is in the home and resents their interference in the careers of their husbands. "It's a man's world," he says boastfully.

Adapted from an original play by George S. Kaufman and Marc Connelly, "Elmer and Elsie" was directed by Gilbert Pratt.

HE BELIEVED IN PANTOMIMES

(Special Air Mail Service)

London, Dec. 23.

When anyone suggested to Mr. Julian Wylie that pantomime was dying he used to laugh, or else it made him angry.

He had a right to be. He employed some 5,000 people every Christmas. He sometimes had seven different pantomimes running, and reckoned that he travelled every year 15,000 to 20,000 miles looking for talent.

His journeys began in February. He spent his summer holidays listening to seaside concert parties

BELLE OF THE NINETIES

Showing At The King's

Mae West, the "come up 'n see me sometime" girl is back here again in "Belle of the Nineties," the current attraction at the King's Theatre. Though frankly the picture is not up to the standard of "I'm No Angel," it is nevertheless worth seeing in that Miss West provides much amusement with her original "wise-cracks" while the supporting cast all play their parts well.

As Ruby Carter, the rage of St. Louis, Miss West shows that one smart woman is easily the equal of a scheming man insofar as outwitting each other is concerned. She has, however, a genuine affection for a prize-fighter and as they say in the fairy tales, they eventually marry and "live happily ever after."

Preceding the feature film is an extremely interesting "short" entitled "Spotlight" which gives an idea how the different athletes prepare themselves for the fray. Added to this is a "Betty Boopes" comedy and when it is said that Betty is rather Mae Westish, film fans ought to be assured of good entertainment if they pay a visit to the King's Theatre.

and noting which songs were most applauded.

Tabloid Judgments

Here are some of the tabloid judgments he delivered out of his unique experience:

The best towns are Manchester and Glasgow.

A good provincial show costs £6,000 to produce. In London the minimum is £10,000.

A production takes six months.

Costumes are the most important item. A principal boy's wardrobe costs £500, a principal girl's £300. Principal boys always provide their own tights.

The best dancing girls come from Manchester and Liverpool.

SHOWING
TO-DAY

EVLING

At 2.30, 5.10,
7.20 & 9.30
P.M.

AUDED ATTRACTION: FIRST PICTURES OF ROYAL WEDDING

Constance
BENNETT
in
"Outcast Lady"
HERBERT MARSHALL
CAMPBELL WILLIAMS ALLAN

Don't Fail to See LAUREL and HARDY in "Twice Two"

TO-DAY AT THE CINEMA

HONG KONG

KING'S:—
"Belle of the Nineties"
QUEEN'S:—
"Outcast Lady"
ORIENTAL:—
"Paris Interlude"

KOWLOON

MAJESTIC:—
"Call It Luck"
ALHAMBRA:—
"The Fighting Marshal"

Coming

KING'S:—
"That's a Good Girl"
QUEEN'S:—
"Elmer and Elsie"
"Babies in Toyland"

ORIENTAL THEATRE

2 DAYS ONLY
TO-DAY & TO-MORROW
ANOTHER DOUBLE SHOW!
STAGE AND SCREEN PERFORMANCE.

ON THE STAGE
THE MOST POPULAR
ENTERTAINERS
THAT EVER CAME
TO HONG KONG



POSITIVELY
APPEAR AT ALL
PERFORMANCES
NO ADVANCE IN PRICE
FOR THIS BIG SHOW.

ON THE SCREEN
A QUALITY
PRODUCTION.



THE DU PONTS

Family of Munition Millionaires

(Special Air Mail Service)

London, Dec. 23.

Mr. Irene Du Pont, who has figured in a scene at the U.S. Senate arms inquiry, is the vice-chairman of the great American munitions firm of E. I. du Pont de Nemours and Co.

He is the most articulate member of the Du Pont family, and has the best public manner. Therefore he does the talking for the firm on such occasions as the present inquiry.

At Granogue, his vast mansion, near Wilmington, Delaware, he entertains on July 4. The fireworks provided by this great powder manufacturer for the Independence Day celebrations are not unnaturally unique.

Firm's Driving Force
His brother, Mr. Lammot du Pont, the president, is the real driving force in the firm. Unlike the majority of the family, he is a Republican. He has been married four times.

The chairman, M. Pierre du Pont, is another brother. He owns one of the four great Du Pont palaces, Longwood, at Wilmington. There he gives a huge but formal garden party once a year, and there he has the finest private horticultural collection in the world—six acres under glass.

Felix, the vice-president of the firm, is a younger man than the brothers. He is their second cousin. Profits of £20,000,000.

On Jan. 1, 1880, the first Pierre Samuel du Pont de Nemours landed at Newport, Rhode Island, and founded a colony called Pontchartré. The next year he started manufacturing powder. From these beginnings there de-

veloped the vast many-sided family concern which during the war made an acknowledged profit of £50,000,000.

The modern foundations of the Du Pont fortunes were laid by Alfred du Pont in 1902 with a big powder trust. Later, however, he was ousted by his cousins Pierre, Lammot and Irene.

It may be added that Du Pont is pronounced with the accent on the last syllable. It is spelled with a small "d" when it is preceded by a name, title or initial, otherwise with a capital D.

Many members of the vast Du Pont clan vary the spelling according to taste.

ALHAMBRA

TO-DAY & TO-MORROW
A FIGHTER FIGHTS
to the last thrilling punch
to right a great wrong!



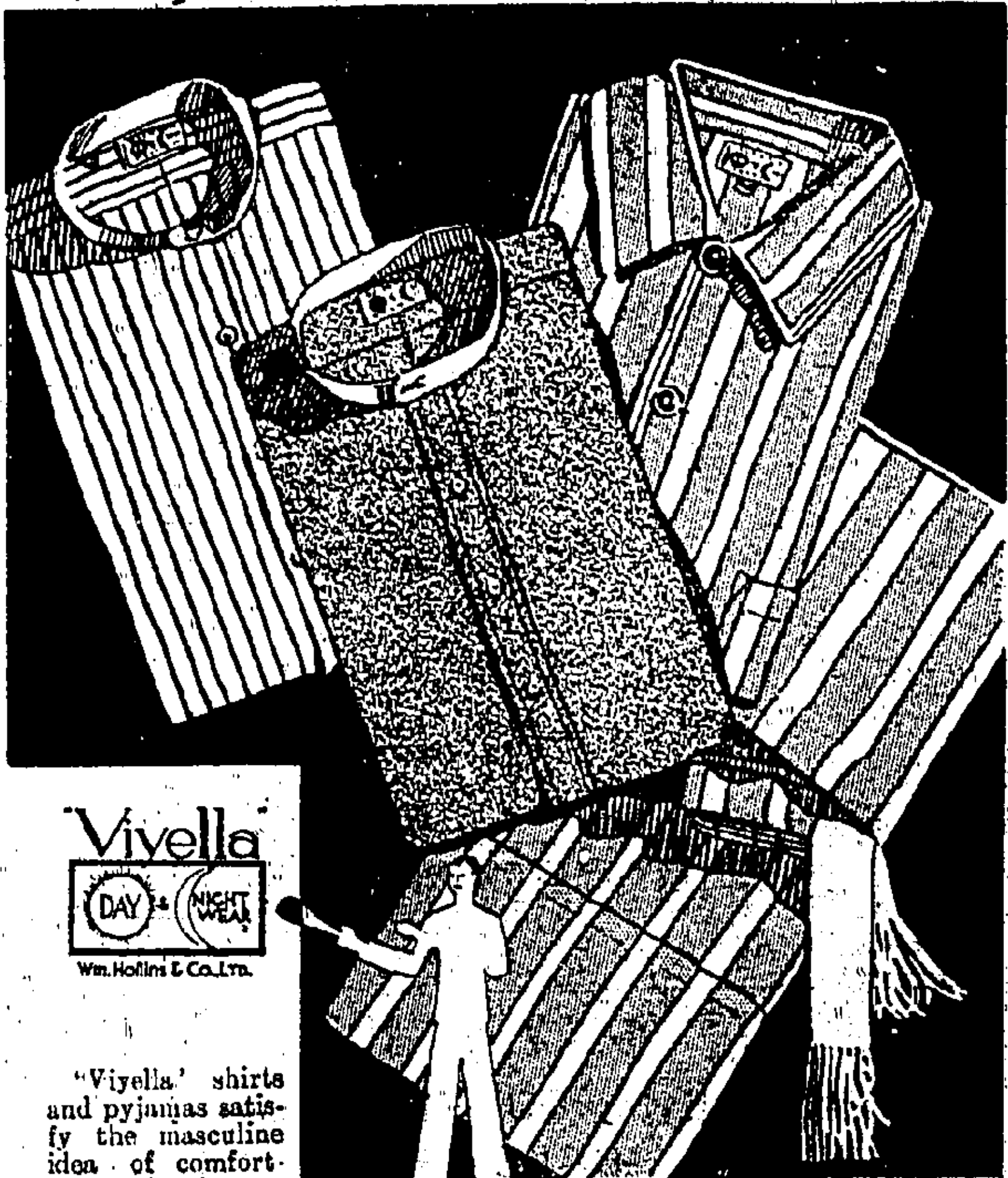
Tim McCoy
The
Fighting
Marshal
Dorothy Gulliver
Matthew Barr
Mary Carr
Directed by
D. Ross Lederman
A Columbia Picture

OLD LIQUEUR BRANDY

ADET. SEWARD & CO.



Sole Agents—GILMAN & CO., LTD.



"Vivella" shirts and pyjamas satisfy the masculine idea of comfort—smartness. Tailored on easy-fitting lines. Allowing full freedom for stretch without strain. Comfort that does not shrink away in the wash. Because "Vivella" is washable. Many striped designs or plain shades—all colourfast—to suit discriminating tastes. And the assurance that "Vivella" is definitely protective against chills.

Introduce the menfolk to

VIVELLA SHIRTS AND PYJAMAS

In woven stripes, checks, and plain shades.

From all first-class stores throughout the East. If any difficulty, please write Wm. Hollins & Co. Ltd., Vivella House, Castle Boulevard, Nottingham.

6APB3

H. K. POLICE RESERVES

(ORDERS BY THE HON. MR. T. H. KING, I.G. OF POLICE)

Strength.—The following members have been taken on the strength of the Chinese Company, as from dates shown against them:—

Constable R34, Napoleon Leong Fan, December 13, 1934.

Constable R48, Kwok Ghe Shan, December 13, 1934.

Constable R49, Edward Chang, January 9, 1935.

Inspection Parade.—All ranks of the No. 1 Platoon of the Chinese Company will parade at Central Police Station on Thursday, January 17 at 17.30 hours under Sub-Inspector R. J. Hunt for a general inspection of equipment, etc., by the Company Commander. Dress: Blue Uniform. Cap with White Cover. Belt with Brace. Armband with Badge. "Pocket Policeman" and note-book to be carried.

Indian Company

Inspection Parade.—All ranks of the Indian Company will parade at Central Police Station on Wednesday, January 23, 1935 at 17.30 hours under Sub-Inspector R. J. Hunt for a general inspection of equipment, etc., by the Company Commander. Dress: Blue Uniform. Cap with White Cover. Belt with Brace. Armband with Badge. "Pocket Policeman" and note-book to be carried. The Equipment Officer will make it a point of being present.

Flying Squad

Instructional Patrol.—The instructional patrol for members of the Flying Squad will take place on Friday, January 18, 1935. All members will fall in at Central Police Station at 17.15 hours sharp. Dress: Blue Uniform, and Cap with White Cover.

Emergency Unit Reserve

Practice Search Patrol.—A Practice Search Patrol will be carried out by members of the Emergency Unit Reserve on Friday, January 18, 1935. All members will fall in at No. 2 Police Station at 17.20 hours sharp. Dress: Optional.

Addresses.—All members are instructed to send in to the Officer in Charge, Emergency Unit Reserve, c/o No. 2 Police Station their Business and Residential Addresses and their Revolver Numbers as soon as possible.

D. L. KING,

D.S.P. (R.), Hong Kong, Jan. 14, 1935.

DAYLIGHT ROBBERY

Defendant Committed

Lai So was yesterday committed to take his trial at the Session by Mr. E. W. Hamilton at the Kowloon Magistrate when he was charged with robbing Mok Yam with another not in custody on January 1 at about 5.35 p.m. at the junction of Waterloo Road and Nathan Road of \$8.71.

Sub-Inspector Cunningham prosecuted.

Evidence given yesterday by Mok Yam the complainant was to the effect that whilst on his way to the office in Nathan Road he was carrying a parcel containing money. When near the junction defendant walked a few paces with him and suddenly put his right hand across his eyes and snatched at the parcel. The packet burst and the money fell to the ground. Defendant was seen to pick up some of the money and another man came up and did likewise.

Complainant gave chase and subsequently an Indian Constable effected the arrest. The party then went back to the scene and the money retrieved from the pavement. The party later went to the Yaumatei Police Station.

Sucha Singh, the Indian constable who made the arrest, said that he heard police whistles being blown and was on his way to the scene where he met the defendant running towards him with the complainant in hot pursuit. He stopped the man and went back to the scene where the money found on the ground was handed over to him which he subsequently handed to Sub-Inspector Cunningham.

Another Chinese witness, Lai Hung, a friend of the complainant who noticed the defendant running, who was wearing a shirt of about 30 yards behind him, said he took to the chase and the money which he found on the ground.

Sucha Singh was also called. On the report made at the

FOUR CARS IN COLLISION

Accident at Causeway Bay

A traffic accident at Causeway Bay on the afternoon of December 18 last year in which two private motor cars, one motor lorry and one tramcar were involved, had its sequel at Central Magistracy yesterday when Leung Fook, driver of motor lorry No. 2096 was summoned for failing to report an accident and for dangerous driving.

Inspector C.F. Alexander appeared for the prosecution and the defendant was represented by Mr. Peter H. Sin.

Outlining his case, Inspector Alexander said that about 2.15 p.m. on December 18 two motor cars, Nos. 2128 and 2847, were going driven westward along Causeway Bay Road followed by tramcar No. 69. When they reached somewhere near the junction of Moreton Terrace, now Bay View Mansions, a motor lorry, No. 2096, coming from the opposite direction, cut across the road in front of the motor cars and collided with the front one. The rear part of the lorry struck the front part of car No. 2128. The second car, No. 2847 pulled up but the tramcar which was coming from the rear collided with both motor cars and it seemed that there was a collision between the four cars.

Mr. T.C. Barclay, driver of 2128, said that at the time of the accident his car was going at not more than 20 miles per hour. As he was approaching the west end of the Police Ground about 20 feet away from the lane leading to Moreton Buildings, he suddenly saw a lorry crossing the tram lines. Previous to this he had noticed that a motor car, a tram car and a motor bus were behind him. He did not notice the driver of the lorry doing anything before it crossed the road. The front of the lorry cleared his car but the chassis struck the radiator. Shortly after the other car which was driven by Mr. Jefford pulled up alongside his car and almost immediately after, the tramcar struck Mr. Jefford's car and his. The lorry was loaded with furniture and there were three or four coolies.

Cross-examined by Mr. Sin, witness said that when he passed the tramcar just at the gate to the new Naval football ground, he was travelling at about 25 miles per hour. The tram, in his opinion, was going between 15 to 20 miles per hour. When he saw the lorry crossing the road he applied his footbrake. When he did so the lorry was in the middle of the road and was about 20 feet away.

After Mr. J.W. Jefford, driver of the other car, had given corroborative evidence, Woo Fook, the motorman of the tramcar said that when the accident occurred the two private motor cars and his own tramcar were following almost behind one another. The tramcar bumped into Mr. Jefford's car and the latter struck Mr. Barclay's. Only Mr. Jefford's car was struck by the tramcar and not both as stated by the two previous witnesses. Just before the accident, Mr. Jefford's car suddenly cut in front of the tramcar and pulled up behind Mr. Barclay's. If Mr. Jefford's car had not cut in, the tramcar would not have struck it. In his opinion, the driver of the second car, Mr. Jefford, was solely to be blamed.

After further evidence was given, the case was adjourned.

Station, he examined both the defendant and complainant and found that both bore signs of pepper. He bandaged the defendant's right hand to keep him from destroying the evidence. His Worship complimented Sergeant Downman on this smart bit of work.

After Ken Chuan Cheung, the ex-motorman of the defendant, had given evidence that he did not know or give any money to the driver of the lorry, Sub-Inspector Cunningham gave evidence after which the defendant made a statement from the dock to the effect that he was asked to help a friend at a shop. He took the lorry and the tramcar while being signalled by the friend. The lorry was then driven into the middle of the road and the tramcar was struck. The money which he found on the ground was taken by the defendant and the tramcar was carrying

OBITUARY

Funerals Of Two Soldiers

The funeral took place yesterday of Bombardier R. Vibart of the 20th Battery, Royal Artillery and Private Baxter of the Lincolnshire Regiment, at the Colonial Cemetery. Full military honours were accorded.

The buglers of the East Lancashire Regiment sounded the "Last Post."

The services at the gravesides of both the deceased were conducted by Rev. E. C. Tibbeck.

The late Bombardier Vibart of the R.A. was 22 years of age. He was taken ill on Friday and died on Sunday shortly after 5 p.m.

Private Baxter was found dead by a coolie in a dam at Kowloon at 10 a.m. yesterday. He was stationed at the Sunwui Camp. The body of deceased was half dressed when discovered and the remainder of his clothing was found neatly folded up beside the dam. In the pockets of his clothing were found some English and local money.

STOKER'S FALL FROM BALCONY

Falling from a balcony of the China Fleet Club on to Gloucester Road, Leading Stoker Walgoss was killed instantly.

The deceased was found at 6.30 yesterday morning by two Naval ratings who immediately informed the Police.

The body was removed to the Naval Hospital.

THE S.S. "ASIA" A DERELICT

Following a report that the s.s. Apocoy, on her way to Singapore, was standing by the derelict s.s. Asia some 100 miles south-west of Hong Kong, the s.s. Shun Chih hurriedly departed for the scene on Sunday night for the purpose of towing in the Asia.

The s.s. Asia broke adrift whilst being towed from Amoy to a Japanese shipyard recently, and for some time past warnings have been issued that she is a danger to navigation, as she had no-one on board and was drifting down the Formosa Channel.

The derelict ship was on Sunday sighted by the Apocoy, which decided to stand by until assistance came.

So far, no news has been received as to whether the Shun Chih has picked up the derelict vessel.

POLICE CHANGES

Owing to the departure of two senior police officers on home leave, several changes have been made in the police department. Mr. K. A. Blimead, Assistant Superintendent of Police, Chief Inspector R. H. E. Marks and Chief Inspector F. E. E. Booker, proceeded on home leave aboard the P. and O. liner "Ranchi" on Saturday. During their absence on leave, Inspector J. Murphy will act as Chief Inspector (Hong Kong) and Inspector L. P. Lane as Chief Inspector (Kowloon). Inspector A. W. Smith, who returned from leave last week, is doing Bench duty at the Central Charge Room.

Around the Courts

USING UNLICENSED VESSEL

Gen Shing Taketom, aged 38 years, master of the Japanese motor vessel, the Kenkai Maru of Takao, Formosa, appeared before Commander J. B. Newill at the Marine Court yesterday morning, charged with (a) using an unlicensed motor boat in the waters of the Colony, and (b) giving untrue particulars to the Harbour Master when obtaining a clearance from the Harbour Office for his boat.

The accused pleaded not guilty to both charges.

Inspector F. Brett of the Harbour Department, prosecuting, said that at about 10.45 a.m. on the 12th instant, he boarded the defendant's vessel and asked for his license for inspection. The accused handed him a Harbour Office Clearance and a Consulate certificate, both papers stating that the vessel carried no cargo. He found that the boat was heavily loaded with bags of salt.

Mr. W. R. Hillyer, Chief Clerk, Inspector of the Harbour Department, stated that the Kenkai Maru was not a fishing vessel, as there was nothing on board resembling fish or any gear that could be used for catching fish.

Continuing, Mr. Hillyer stated that the defendant was in the habit of travelling in the waters of the Colony in Japanese motor vessels without license. Mr. Hillyer stated that the defendant in July last year when in command of the Kenkai Maru, cleared from Hong Kong for Takao in ballast, but was caught by the Chinese Authorities three miles inland in a creek in Chinese waters, and again in last September, the defendant when in command of the motor vessel Akti Maru, cleared from Hong Kong for sea fishing, and was found two days later somewhere on the West River by the Chinese Authorities, having on board a cargo of silk, said to be valued at about \$3,000.

Mr. Hillyer stated that the case had been reported to the Consul for Japan, who suspected that some of the small motor vessels were engaged in illegal trading, and had warned them against it.

Questioned by his Worship, the accused said that his boat was a fishing vessel. He said that he bought it from Tolshan, Canton, and took it to Formosa about eighteen months ago. Sometimes he carried salt on his vessel from Hong Kong to Canton.

His Worship, convicted on both charges, imposing a fine of \$100 or in default, one month hard labour on the first charge and \$25, or one week on the second, count.

SEW AMAH'S LAPSE

Wu Sam, aged 48, a sewing amah employed by Mrs. Archbutt of 454 The Peak, was fined \$50, or in default, six weeks' hard labour, on a charge of theft of three tins of brass polish.

Sub-Inspector Kirby said the defendant was seen by a detective in Barker Road on Sunday morning carrying a rattan basket. He searched her and found the three tins in the basket. She stated she had stolen the tins from the kitchen of 454 The Peak. Her excuse was that she stole the tins with the idea of getting some money. On being searched, \$16 was found in her possession. She was being paid a salary of \$30 a month.

MONEY-CHANGER ROBBED

When charged before Mr. Wynne-Jones at Central Magistracy yesterday with the theft of 500 Chinese copper cents from a money-changer's establishment at No. 72, Connaught Road Central, Chan Co Cheung, 22, pleaded that his uncle had threatened to beat him if he did not go out and steal.

It was stated that the theft occurred while the folks of the shop were having their morning meal. Defendant snatched the basket containing the money and bolted. He was chased and caught. He threw down the basket.

"My hands would not act so badly if it were not for my uncle's instructions to steal," remarked the defendant.

His worship imposed sentence of 2 months' hard labour.

THEFT OF CLOTHING AND MONEY

On a charge of housebreaking and the theft of clothing and money amounting to \$100, Lau Kan Shing, 19, and Chan Wai-Sun, 21, were sentenced to three months and six months' hard labour respectively by Mr. Hamilton at Kowloon Magistracy yesterday.

The defendants were stated to have broken into 148 Tam Kung Road, first floor, between 1 p.m. and 3 p.m. on January 10, and stole an overcoat and a sum of money amounting to \$95. The first defendant was arrested trying to pawn the coat. After the first defendant had been arrested, the second defendant entered the pawnshop, to tell the other man to hurry away and was also taken into custody.

For stealing two gunny sacks from No. 5 Queen's Road Central, Tam Lam, 25, was fined \$10, or fourteen days in default, by Mr. Wynne-Jones yesterday. In another case, Li Pak-ching pleaded guilty to stealing twelve oranges from a box at the Chin On Wharf and was sentenced to three weeks' hard labour.

Identified by a coolie as the man who engaged him to carry two glass mirrors and 20 china tea cups, which had been stolen from the Tai Yuen Restaurant, at 480 Prince Edward Road, on January 11, Lau To, a Supreme Court bailiff, was sentenced to two months' hard labour by Mr. E. W. Hamilton at the Kowloon Magistracy this morning. Another bailiff, Fung Hing, aged 28, appeared on the same charge, but as the prosecution accepted his plea of not guilty, he was discharged. Sub-Inspector Post prosecuted.

Proof of Something

"Does your bride know anything about cooking?" asked the old friend, meeting a recent groom.

"Well," he grinned, "I heard her calling up her mother the other day to ask if she had to use soft water for soft-boiled eggs and hard water for the hard-boiled ones."



"Here's the best!"

You will be glad that you always keep H'B BEER in the house when your friends drop in the evening. Every-one likes H'B, either LIGHT or DARK and it is so inexpensive that it makes entertaining easy in these difficult times.

Beer is best

—AND

H'B BEER

THE BEST THE BREWERS BREW

LAST 2 DAYS
SINCERE'S
35TH ANNIVERSARY
SALE
CLOSING TO-MORROW, JAN. 16TH

THE WORLD'S GAZE

TURNS POLITICALLY, ECONOMICALLY, ARTISTICALLY TOWARD

JAPAN

Where Oriental charms are jealously preserved, unlost amidst
the most advanced Oriental Civilization.

THE JAPAN HOTEL ASSOCIATION

(Affiliated with the PAKOWOON HOTEL CO. OF THE PEKING COAST and
the UNITED HOTELS COMPANY OF AMERICA.)

MEMBER HOTELS

Hotel rates for single rooms (without bath), including meals
Y 12.00 up includes some popular resorts.
Y 10.00 up in country districts.

IN JAPAN

TOKYO — ATAMI HOTEL MAKINO HOTEL YEFU — KAMIKURA HOTEL SUZUNOJI (Nikko) LAKEHOTEL IFU — KARAKAWA HOTEL KAMAKURA — KAMINO HOTEL KANIZAWA — MAKINO HOTEL MIKASA HOTEL OHSE — OMIYAMA HOTEL TOS HOTEL	KOSHUEN — KOSHUEN HOTEL KYOTO — KYOTO HOTEL MIYAKO HOTEL KYOTO GARDENS HOTEL MATHUSHIMA — " PARK HOTEL MIYAJIMA — MIYAJIMA HOTEL MIYANOSHITA (Bakuro) FUJITA HOTEL	YAMAGASAKI — JIASA HOTEL NAGOYA — NAGASUYA HOTEL NARA — NARA HOTEL NIKKO — KANAYA HOTEL OSAKA — DAIKAI HOTEL OKADA HOTEL YAKUSHIJI HOTEL SHIMONOSEKI — SANYO HOTEL
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IN TAIWAN (FORMOSA)

N CHONGEN — BELLO — HAKO RAILWAY HOTEL CHINGO — CHINGO HOTEL	CHANGCHUN — YAMATO HOTEL DAIBEN — YAMATO HOTEL KOSHIGAUARA — YAMATO HOTEL
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IN MANCHURIA

CHOTEN (Mukden) YAMATO HOTEL BYOUNG (Fen) ANKUN YAMATO HOTEL	(Empty space for Manchuria hotels)
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* Open from April 1st until October 31st.

THE JAPAN HOTEL ASSOCIATION

OFFICE: 10, MARUYAMA, SHINJUKU, TOKYO, JAPAN.

A very enjoyable pianoforte recital was given yesterday by Mme. Renee Flornoy at Helena May Institute.

Page 7.

Local Indian merchants held a meeting on Saturday when they decided to form an Indian Chamber of Commerce.

Page 7.

His Excellency the Governor has appointed a committee of representatives from all sections of the community to draw up a programme of local celebrations in connection with B.M.

An accident which involved two private motor cars, one motor lorry and a tram-car had a sequel at the Police Court yesterday. Page 6.

Lai So was committed to take his trial at the next Criminal Session for robbery. Page 6.

Details of the Royal Naval Inspection to be held at Happy Valley at 10.30 a.m. to-day appear on Page 6.

Part II. of the Ralphs Shield competition of the St. John Ambulance Brigade took place on Sun-

The second round ties of the Senior and Junior Challenge Shields were drawn at last evening's meeting of the H.K. Football Association Council. Page 7.
 A new large passenger steamer is being built at Hamburg for the East-Asian route which is described on Page 10.
 New York Stock Quotations appear on Page 11.

**SIR JOHN SIMON BACK
IN LONDON**

London, Jan. 14.

Sir John Simon returned to London last night in order to attend the Cabinet meeting which is being

Newspapers anticipate the Cabinet will be mainly occupied with foreign affairs relating to proceedings at Geneva on the disarmament problem.

Sir John Simon incidentally will be able to report on the Rome agreement in the light of a long conversation he had with M. Laval in Geneva.

leading to Heafa in Palestine and
the northern to Tripoli on
Lebanon Coast.—
British Wireless.

The Rev. C. B. K. Sargeant is giving a musical lecture on "something musical and a gramophone extraordinary," at the Soldiers and Sailors Home to-morrow evening at 8.30 p.m. The talk will be illustrated with lantern slides and an electrically recorded gramophone. There will be no charge or admission.

—

One case of small-pox, one of diphtheria, one of enteric fever and one of cerebro-spinal fever were reported to the Health authorities during the 48 hours ended January 13.

—

The forthcoming marriage is

The Chinese Military Mission of the Canton Government, consisting of twelve members, has arrived in Hong Kong from Canton and will leave for Macao by the S.S. Felix tomorrow day.

The Inspector General of Police has notified that Magazine, Gay Road, has been completed for motor cars and motor vehicles, equipped with gas and fire, and this road will be widened and improved. It is expected that the road will be completed in the near future.

VOTING PROCEEDS PEACEFULLY

Result To Be Declared In The Morning

[Special to the "Hong Kong Daily Press" (Copyright).]

Saarbrücken, Jan. 13. Despite the fact that snow fell thick and fast all day on Sunday the whole of the Saar territory was out of doors and displayed an unwonted and animated appearance, the streets being filled with people scurrying to and fro. There was no disturbance mainly due to the iron discipline enjoined by the German Front which had drilled all those entitled to vote to keeping their spirits under control for fear of invalidating the ballot. The consequence was that there was little or no display of popular enthusiasm on the streets and no flags flying, the sole sign of high feeling being the greenery garlands of fir shoots.

BRIGHT UNIFORMS

The streets were somewhat enlivened by the bright uniforms of the foreign troops called in to be ready to intervene in case of outbreak and disorder. The Plebiscite authorities had tactfully made as little demonstration as possible, the bulk of the foreign troops being confined to barracks. Nothing happened, however, to indicate that their presence is a necessity.

Voting continued to be brisk up till the last moment, not because anybody had neglected to come until so late but because the crowd around each polling booth was so dense that long queues had to be formed where some times it was necessary to wait for hours for the turn. The number of votes declared to be invalid for violation of the balloting rules is said to be exceedingly small. Another reason why voting went on until the late hour was that over 100,000 voters, including many from the Reich, had to travel by rail to the voting place, hence they arrived later than those living on the spot. Numerous peasants related that they started from home at 5 o'clock in the morning having a long distance to go on foot while often the wife, who was born in a different village, had ten or fifteen miles to go in a different direction. Many of these who after voting, turned towards the local inn to get some refreshments, told breathlessly how they had been overtaken on their weary tramp by half-filled motor cars carrying other Saar plebiscite voters and invited to jump in, thus getting the first motor car ride they had ever experienced in their lives. Shortly before the polling stations closed at 8 o'clock the last stragglers were brought up in motor cars and motor cycles.

THE SHANGHAI LADY

Almost the last to record her vote was Frau Mondenach who, as reported on Sunday morning by Transocean, passed through a whole series of adventures in a breathless 8,000 mile journey by train, steamer and airplane from Shanghai across Siberia in order to reach the Saar in time. Frau Mondenach appeared exceedingly fatigued when she stepped from her motorcar which brought her to the polling booth, but wore a look of triumph and relief when she emerged few minutes later smiling at the crowd who gave her a silent welcome.

Transocean Kuo Min.

ONLY ONE INCIDENT

[Special to the "Hong Kong Daily Press" (Copyright).]

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, January 14, 4.30 p.m.)

Saarbrücken Jan. 14.

The first ballot boxes were brought into Wartburg in Saarbrücken under heavy guard on Sunday at midnight. The count is to begin on Monday evening and the result will be announced officially on Tuesday by 8 a.m. Votes cast in the preliminary poll for special categories of voters which was held last Monday and Tuesday will be counted with others after Sunday and so will not technically have been recorded until then.

The fact that the plebiscite held on Sunday passed off without serious disturbances is attributed to the iron discipline of the Deutsche Front. Only one minor incident is reported from Neunkirchen where the anti-National Socialist bandaged a bomb at the branch office of the Deutsche Front, slightly injuring one man.

The anti-Nazis then burned the Swastika flag in front of the offices of the Deutsche Front. The police arrested two emigrants and two communists.

Meanwhile France and Holland have closed their frontiers to would-be Saar emigrants. Saarlanders, and beyond that, the whole of Germany hope that the League will deal with the Saar plebiscite quickly and successfully and make known its decision as to the date of the return of the Saar to the Reich, before the end of this week.

Transocean Kuo Min.

BOXES HEAVILY GUARDED

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, January 14, 4.30 p.m.)

Saarbrücken Jan. 14.

The ballot boxes with their contents are being heavily guarded by members of the International Police Force which yesterday had made as little demonstration as possible—a fact which is generally appreciated by the voters.

Wartburg is lit with brilliance and bayoneted British soldiers are guarding the building (a film studio) where the boxes are kept. The entire building is cordoned off and everyone kept at a respectable distance. Only those with special permits stand a chance of approaching the building.

Galleries for spectators and the press have been made ready and talkie men are fixing up their apparatus. The boxes until this evening are kept in the cellar which, with its heavy guards, resembles a fortress.

The entire Plebiscite Commission, League representatives, members of the Governing Commission, a German and French delegation as well as the Commander-in-Chief of the International Police Force will attend the count this evening.

All work will cease on the Saar to-morrow when the result of the polls will be announced.

Transocean Kuo Min.

OPPONENTS FRATERNISE

Saarbrücken, Jan. 13. It is estimated that 97 per cent. of the electorate voted in the plebiscite to-day.

Complete orderliness prevailed everywhere and there was the best of humour among the bitter opponents. At the closing of the booth presided over by the British officer, Mr. Ben Greene, Nazi and Communist assistants laughingly vied with each other in helping him seal the urn which contained the ballots.

A huge crowd outside the Town Hall polling station watched Saar policemen bring out the ballot urns and broke into a roar of cheering and shouts of "Heil Hitler," accompanied by Nazi salutes, as the urns were carried to waiting trucks. The whole throng sang the German national anthem, the Horstwessel Song, and other airs while the urns were being carried off.

On the lorries were men of the East Lancashire Regiment. The urns were deposited at Wartburg and all night long trains from all parts of the Saar, guarded by foreign troops, brought in ballots from other points.

Reuter.

GERMAN OPTIMISM

Berlin, Jan. 13. Reichstuehrer Hitler will hear the result of the Saar plebiscite at his mountain home at Berchtesgaden, where he is now staying.

The Wilhelmstrasse is most optimistic to-night regarding the result of the vote, some quarters predicting an 80 per cent. majority for Germany.

The programme of events following the Saar's return to Germany is being discussed. But first several questions must be settled with France including the ownership of mines, the replacement of French currency with Reichsmarks, and the revision of the Franco-German trade agreement allowing for privileges France has hitherto enjoyed in the Saar.

Certain laws will be passed by Hitler after Germany has taken over the Saar. These will include, it is understood, an act claiming the sovereignty of the Reich in the Saar; a measure dealing with Germany's customs, sovereignty, regulations dealing with foreign currency; provision for the means to pay the French debts of Saarlanders.

SAAR AGREEMENT AT ROME



CHAMBRUN

Price Paid For Coal Mine

The price which has to be paid for the coal mines of the Saar territory has, some time ago, been agreed upon at Rome.

M. Chambrun, the French Ambassador at Rome, signed the agreement for France, whilst the German Ambassador at Rome, Herr von Hassel acted for Germany.



VON HASSEL

eighty of the Reich in the Saar; a measure dealing with Germany's customs, sovereignty, regulations dealing with foreign currency; provision for the means to pay the French debts of Saarlanders.

Reuter.

GENEVA HOPES

Geneva, Jan. 13. The prospects of a speedy settlement of the Saar question were brighter to-night and the peaceful completion of the plebiscite was regarded as a good omen for the rapid settling of the formalities.

Every effort is being made to ensure that the question of the Saar's status will be disposed of at the present session of the League Council.

Reuter.

PICTURESQUE SCENES

Saarbrücken, Jan. 14.

While Saarlanders slept the sleep of nervous exhaustion, picturesque scenes were enacted all night long as heavily guarded trains carrying ballot boxes, at times the departure of which were kept secret, arrived at the old goods station deep in snow.

The East Lancashires patrolled within strong railings where charcoal braziers at intervals of ten yards cast a pink glow on the snow.

The trains were quickly unloaded and the boxes were placed on lorries. The lights of cinema operators flashed as the lorries sped to Wartburg where all votes will be counted in the evening.

The Nazis are claiming 80 per cent. of the votes cast, while the Communists claim 40 per cent. Various foreign estimates give the Nazis 70 to 85 per cent.

It is understood that arrangements have been made for France to receive 40,000 refugees, but so far there have been no emigrants.

The Socialist Max Braun asserts that "not a single condition of free election was observed and we reserve the right to take further steps."

Reuter.

LEAGUE APPEAL

London, Jan. 14. The voting in the Saar plebiscite took place yesterday in an orderly manner and no serious disturbances occurred. Troops of the International Force were posted at strategic points throughout the territory but were called upon to perform no duties other than to escort ballot boxes from the polling booths to the counting stations.

It is hoped these peaceful conditions will continue and the League Council, in an appeal issued to the Saar population to preserve calmness and dignity, specially emphasised that this attitude should be maintained not only during but after voting. The population were urged to wait confidently for the Council to take with all speed decisions that are to follow the voting.

The Saar plebiscite will be declared at 7 a.m. G. M. T. to-morrow.

British Wireless.

LEAGUE KEEPS IN TOUCH

Four Saar Points To Decide

[Special to the "Hong Kong Daily Press" (Copyright).]

Geneva, Jan. 13.

Contrary to usual practice the chief League of Nations officials were at their posts all day on Sunday and from hour to hour conducted lengthy telephone conversations with the Saar to receive reports on the progress of the plebiscite. Throughout the day, statements were issued indicating that the whole event was passing off in perfect order without the slightest hitch, the polling being very heavy. Loudspeakers have been installed in the great hall of the League of Nations from which the results would be announced on Tuesday.

In connection with the forthcoming session of the League of Nations Council it is learned that the decisions to be arrived at concerning the Saar consists of four main points: (1) first and foremost—to whom shall the Saar belong; (2) the determination of the date of re-incorporation of the Saar in the Reich assuming that the plebiscite reveals the unequivocal demand of the Saar people to return to the Fatherland; (3) the determination of the date for the evacuation of the Saar territory by the international troops; and (4) to take formal cognisance of the result of the negotiations between the Reich's Government and the Saar Government about the future of the Saar civil officials and compensation.

to be paid to those who cannot be taken over by the Reich. Besides these four points several questions of minor importance will be dealt with by the Council, for example, the question of the method of carrying out the transfer of property and financial resources of those Saar inhabitants who decide to emigrate, for fear of the re-incorporation of the Saar in the Reich. The provision for this was made in the negotiations with the Saar Committee in Rome. In League circles, the assumption is that the session to deal with these matters will take place this week and be over by Saturday at the latest.

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Transocean Kuo Min.

HUNGARY'S REPORT

League Attention Urged

[Special to the "Hong Kong Daily Press" (Copyright).]

Budapest, Jan. 13.

The Hungarian Press on Sunday emits a chorus of demands that the League of Nations should deal without delay with the report prepared at the order of the Hungarian Government in compliance with the wishes of the League of Nations on the result of the investigations into the facts connected with the Marseilles crimes because it is claimed that the settlement of this affair, once and for all is urgently necessary in the interests of European peace. Hungary has done its part expeditiously and conscientiously and is entitled to expect that the League of Nations acts on the same promptitude. The "Budapest Hír" writes that the delay would only make the existing tension more acute because the Hungarian people would not understand the reason for the procrastination. The semi-official "Fester Lloyd" declares that until the final stage is over, tension will continue to poison international relationships and prevent the return of a better international understanding towards which months of diplomatic endeavours had been tending.

SILVER MARKET

(From Our Own Correspondent)

London, Jan. 14.

London silver prices to-day were 1/18 up as follows:—

Jan. 12 Jan. 14

Spot 24-7/16 24-1/2

Forward 24-9/16 24-5/8

London on New York cross rate

at 2 p.m. to-day was 4.9006 compared with 4.91 at closing on Saturday.

ROYAL WEDDING IN ROME

King And Queen Attend

Rome, Jan. 14.

The wedding of the Infanta Beatrice, elder daughter of King Alfonso, and Prince Alessandro Torlonia of the ancient ducal family of Torlonia, was celebrated here on Monday at noon, at the famous Gesù Church, by the former Archbishop Toledo, Primate of Spain and Cardinal Segura, in the presence of the King and Queen of Italy and members of the Italian Royal family and more than fifty royal guests from various countries.

The Gesù Church was selected for the ceremony because the great Spanish Saint, Ignacio Loyola, was buried there and also because one of the bridegroom's forefathers had contributed large sums of money during the last century for the restoration of the Church.

Among the bride's presents is a Bourbon bedchamber consisting of a string of black pearls from her father.

Reuter.

ADMIRAL YAMAMOTO TO RETURN

Tokyo, Jan. 14.

It is understood that Vice-Admiral Yamamoto who took part in the preliminary naval talks in London, will leave for Japan about January 25 via the United States.

Reuter.



Thoroughly Reliable

The name "Black & White" is a mark of quality. It means that the whisky is of the highest quality and is guaranteed to be pure and of the best Scotch Whisky.

BUCHANAN'S
"BLACK & WHITE"
SCOTCH WHISKY
WORLD-RENOUNDED FOR AGE AND QUALITY

IF HAUPTMANN CONFESSES

Prosecution Offer Renewed

Flemington, Jan. 14.

It is learned that the offer has been renewed to grant Bruno Hauptmann, accused in the Lindbergh baby case, his life, if he confesses to the facts of the murdered baby and reveals the identity of his confederates.

Four State witnesses are arriving from Germany to-morrow. It is reported that two of them are Pincus and Hannah Fisch, brother and sister of Isidore Fisch, from whom Hauptmann is alleged to have received the ransom money.

The prosecution hopes these witnesses will disprove the defence allegation by testifying that Isidore Fisch died almost a destitute.

Reuter.

OFFER

MONTHLY MEETING

F. A. Council

The Monthly Meeting of the Hong Kong Football Association Council was held last night at the Sports Club with Major C. M. Manners in the chair. The meeting was of a purely routine nature.

The second round of the Challenge Shield, was drawn to be played on January 26 and resulted in some interesting ties. The Recreation-China Athletic match should easily prove to be the tit-bit of the programme. The draw was as follows:—

SENIOR SHIELD

January 26

Club de Recreo v. China Athletic (Club ground)

Police v. Kowloon (Kowloon ground)

Navy or S. China "A" v. Club (Navy or Caroline Hill)

February 5

R.A. v. S. China "B" (Sookanpo)

JUNIOR SHIELD

Club de Recreo v. Navy (Club ground)

E. Lancs v. Fusiliers (Chatham Road)

R.A.S.C. v. R.E. (Sookanpo)

February 5

R.A. v. South China (Sookanpo)

OPEN MIXED DOUBLES

To-morrow's Semi-Final

Mr. L. Goldman and Miss Hancock are meeting Captain Manners and Mrs. Grimbly in their semi-final tie of the Open Mixed Doubles Championship of the Colony to-morrow afternoon at 4 p.m. sharp on the Chinese Recreation Club ground when a good close game is expected.

ENGLAND'S BUSY FILM STUDIO

Twickenham Making Records

(Special Air Mail Service)

London, Dec. 28.

Twenty minutes' train journey from Waterloo to Twickenham Station, and three minutes' walk to St. Margaret's, brings you to the doors of England's busiest film studios.

Not the biggest, or the most expensively equipped, by any means, but studios where they boast that every film is completed precisely according to schedule—no small claim for so extravagant and uncertain an industry.

Built in the grounds of a private house, where, as far back as 1910, some of the earliest British pictures were made, the studios are owned and managed by Mr. Julius Hagen.

The fact that 26 films have already been made there this year and that a further twelve have to be produced between now and April, 1935, surprises all but the Twickenham staff themselves.

"Twice-Daily"

Such a programme would be considered normal for one of Hollywood's major companies, with its eight or ten sound "stages" and unlimited picture-making resources. At Twickenham it is achieved only by the ingenious method of employing two shifts and keeping the studios working 24 hours daily.

Thus, the day shift ceases work at seven o'clock each evening to make way for the night shift, which then occupies the "floor" until the following morning. The lighting and other technical arrangements are soon transferred from one "set" to the other. Ten o'clock might find the new director and his cast ready to "shoot." Midnight might find the nocturnal production full swing.

The films made at Twickenham are not epic, nor are they cheap quota pictures. They run to 5,000 feet and more, and most of them, whether Mr. Hagen's own output or that of other firms who have rented his studios, are shown widely in the Empire's cinemas.

The brothers are largely responsible for the fact that the studios turn out twice as many pictures as any other company similarly situated. They are Messrs. James and Frank Carter, art director and studio manager, respectively. Their motto is "unoccupied floor space means waste of money."

LOCAL GOLF

Competition Results

Rogey (Par) Pool

The Bogey (Par) Pool which was played at Fanning on January 12 and 13 drew 32 entries and resulted as follows:—

D. S. Edward (5) and E. Lewis (9) 1 up, tie and divide.

Other scores were:—

K. K. Rounds (16) all square, R. Morrison (10) and E. Bathurst (15) 2 down.

Adamson Cup

There were 28 entries in the January qualifying competition for the Adamson Cup took place at Happy Valley:—

J. W. Franks 75-13-62 qualifies.

Other scores were:—

A. E. Clarke 79-15-64.

A. T. Braley 71-7-64.

A. H. McBride 83-17-68.

A. D. Fraser 83-17-66.

TENNIS DATES CLASH

As the ruling body of the country which holds the Davis Cup, the English L.T.A. has already fixed the dates, so far as the European zone is concerned, for this year's competition for the International Championship, the first round has to be finished by May 19, the second by June 11, the third by June 20, and the final round by July 15. It is not very likely, except in the possible case of two non-European entrants coming against one another, as Japan and Australia did in 1934, that any of these matches will be played in England.

But the inter-zone final, between the winners of the European and of the American zone, will be played at Wimbledon on July 30, 31, and 32; and the challenge round, between the winners of the inter-zone final and England at the following week-end, Saturday, Monday, and Tuesday. Other important fixtures are the French championships, which extend from May 19 to June 3, and the Championships at Wimbledon, which begin on June 24.

The coincidence of the dates of the French championships with those of the second round of the Davis Cup is not very happy for the former event, since it will almost certainly prevent some of the Davis Cup teams in the European zone competing in Paris; but the plethora of important fixtures makes this inevitable.

One championship at this year's Wimbledon, at any rate, will change hands, if only partially. Miss Round will have to find a new partner for the mixed doubles, of which she and R. Miki are the present holders, for the Japanese player has played his last game in England—everyone was glad, by the way, to see him win it—and is returning permanently to his own country. Since Zeno Shimizu first raised the Rising Sun banner in England, there has been a long succession of Japanese players—Ohta, Satoh, and Miki, for a period of three or four years each, and others only at intervals—not one of whom has been anything but popular on English courts.

Not only were they all fine players, but they have been an example to all in their "court manners" and sportsmanship. Miki will leave many friends behind him in England and not a single grudge in the hearts of the many whom he has beaten. In the course of his almost innumerable triumphs in all three forms of the game—especially in mixed doubles, a department in which he was probably the best player in the world—during his sojourn in England.

VICE-ADM. WALWYN

Former R.I.N. Commander Retires

The Admiralty announced on Saturday that Vice-Adm. Sir Humphrey T. Walwyn, K.C.S.I., C.B., D.S.O. formerly Flag Officer Commanding the Royal Indian Navy, has been placed on the Retired List, to date Dec. 15. As Vice-Adm. Walwyn is supernumerary to the Flag List, no vacancy occurs in consequence of his retirement.

A gunnery specialist, Vice-Adm. Walwyn has been in the Navy since 1895. He received the D.S.O. whilst serving in the battleship Warspite in the late war in which he was executive officer and subsequently captain. He was promoted to flag rank in 1928.

To come across a spare corner at Twickenham, that is not filled with props, electricians, carpenters, modelers, camera men, or scene painters, is rare.

But it is useless to ask any one of them about the progress of the current productions. They are certain to be engaged on next year's films.

RUGGER AT HOME

The International Title For Wales?

(From a Correspondent)

London, Dec. 28.

During the past five years the Varsity matches have been dull affairs with little to commend them beyond good keen tackling and hard knocks cheerfully taken. This year has been a glorious exception and produced some of the best football seen in a big match for many seasons. The crowd at Twickenham was rather larger than of late at these games, the weather ideal, and the ground itself looking almost like a golf green. Both sides had had much trouble from injuries, but, with the exception of K.L.T. Jackson of Oxford, suffering from concussion, the teams were nearly at full strength, with Cambridge slight favourites owing to their better scoring abilities. Oxford fielded a completely International three-quarter line, whereas Cambridge had Wooller (Wales) and Fyffe (Scotland) on the left wing, playing behind Jones (Wales), the best fly-half in the four countries. Wooller has completely regained his form of two years ago, when he won his cap as a schoolboy.

The first half of the game was fairly even but Oxford continually got the ball in the set scrums. There was, incidentally, far too much kicking, or a game of this description—up in the scrum, intentional off-side, and I stand more than ever convinced that in all such matches, two referees are needed and that one of them should always put the ball in the scrum. But this is a digression. Fyffe's try was the outstanding feature of the first half, getting the ball from Wooller at the right moment and going clean over the full-back when collared.

Cambridge Excel

In the second half Cambridge excelled themselves, as although they were still unable to get the ball often, when they did we saw what really class outsiders can do. Fyffe obtained two more tries very similar to his effort in the first half, and there was a glorious bit of work between Candler and Jones which simply left Oxford standing. Jones cut through, passed to Candler, who gave Jones the reverse pass right under the cross-bar.

Then came Wooller's dropped goal from about five yards over the halfway line, very aptly described by the best newspaper in the world, as a "scoring wonder." The ball cleared the crossbar by 30 feet and almost went out of bounds! There followed another really good try by the Cambridge right wing, and all this, mark you, against a third line composed entirely of internationals. The Cambridge pack was altogether much more alive and showed more dash in the loose and made up in this tight scrums.

Tragedy of Jackson's Absence

It becomes increasingly evident that Oxford were badly served at half where the absence of Jackson was a tragedy. The Cambridge fly-half stood out as the most dazzling player on the field, but whether he would have had it all so much his own way with Jackson to watch him, is a matter for conjecture. However, it was a lovely game to watch, with some of the movements classical.

The final score of 29 points to 4 does not exaggerate the superiority of the winners, who might conceivably have collected another 15 to 20 points had they possessed anyone with a vague idea how to place kick.

The Coming International

It is always interesting building up one's International side but, as would be held men who predicted the English side at the moment, it appears to be in the melting pot as so many of the old brigade such as Owen Smith, Burdard and Gerard will "probably" be passed over. There is some good material up north and it would not be surprising to see the side consisting mainly of North and Midland players. Scotland, too, are having trouble in picking a representative team and I look to Wales to romp home with the International Championship for 1934/35 unless the Welsh Selection Committee goes completely off the hooks, as it did not very long ago. There is a wealth of first-rate outside, who, behind a typical Welsh pack, should be able to run through anything the others can put up against them. There are rumours of promising prospects in Ireland and, of course, one may expect at least something from Ireland. These good things, however, are no touring or touring team at home this season, for the Welsh are in the International and the English are in the Varsity. We are, for good or ill, left alone to pick the best of all ball games in our own fool way.

SCOTT & BLACK TRIBUTED

"After The Sun's Record"

London, Dec. 26.

Many famous figures in aviation were present at a remarkable gathering held the other night under the auspices of the Royal Aero Club, when a banquet was given at Grosvenor House in honour of Mr. C. W. A. Scott and T. Campbell Black in recognition of their record-breaking flight to Australia.

Lord, Gorell, who occupied the chair in the absence of the Duke of Atholl, described the gathering as the greatest air dinner ever held in connection with the greatest air race that had ever taken place.

More than 800 people were present, and among them were Marshal of the Royal Air Force Lord Trenchard, Lord Mottistone, President of the Air League of the British Empire, Col. J. T. C. Moore-Brabazon, M.P., who holds pilot certificate No. 1 in this country and is chairman of the Royal Aeronautical Society. And, in addition to Messrs. Scott and Black, there were the Dutch pilots, Chevalier Parmentier and Chevalier Moll, who obtained the second prize in the race.

The Air Minister, the Marquis of Londonderry, paid a high tribute to the winners of the race, in which he said:

"Competitors were strung out not from Tattenham Corner to the winning post, but from Marseilles to Melbourne, while they took part in the most remarkable event that any of us have witnessed in our lifetime."

"We now see this race in proper perspective. We do not see it as a meteoric trip across the sky, but as a combination of solid progress in British aeronautical engineering and technique and in piloting and navigation."

To-day, added Lord Londonderry, we stand on the threshold of an era of which no one could forecast the ultimate development. Something very revolutionary had occurred as a result of Scott and Black's achievement. Scott had broken the record every time he had flown to Australia, and at no distant period it seemed as if he would try to beat the record at present held by the sun.

Mr. Black's Engagement

Complicating Mr. Campbell Black on his engagement to Miss Florence Desmond, Lord Londonderry remarked amid laughter: "In the old days a man tried to win his bride on horseback. Now it takes an airman on a Comet to win his lady."

Mr. Scott and Mr. Campbell Black replied to the toast and Lord Gorell proposed that of the competitors. Mr. A. Plesman, Director-General of the Royal Dutch Air Service, roused cheers by his remark that "the future of aviation looks brighter because of this great race."

Chevalier Parmentier caused much amusement when he remarked: "At every place at which we arrived on our journey to Australia the people kept telling us that Scott and Black had just passed. So we knew," he added, "we were on the right way to Melbourne."

Col. Moore-Brabazon and Mr. O. Calhoun Jones also spoke, and a message of congratulation to Scott and Black was read from the Prince of Wales.

AMERICAN TENNIS RANKINGS

New York, Jan. 5.

Wilmer L. Allison Jr. of Austin, Texas, was ranked No. 1 by the United States Lawn Tennis Association, in their rankings based upon play during the past year made public to-day. Miss Helen Jacobs received the same position among the American women players.

Though Mr. Allison did not compete in the European tournaments during the past summer, not even having been selected for the Davis Cup team, his great play in the American tourneys, especially at Newport, where he defeated a field that included American leading players and his victory over Stossek and Wood at Rotterdam Hills and his upset win over the round of the American singles tournament made him the outstanding American player of the year.

CHANGES IN LAW CONTEMPLATED

Married Women's Property Act

(Special Air Mail Service)

London, Dec. 26.

The latest recommendations of the Law Revision Committee will, if carried into effect, do away with an anomaly that was imported into the law by an otherwise admirable measure, the Married Women's Property Act of 1882. The old common law rule by which, unless protected by a trust under the marriage settlement, a woman's property passed on marriage to her husband often worked unconsciously, but it was logical, for the husband had to undertake burdens that, theoretically at least, corresponded to the benefits. To the value of any property he acquired on his marriage he was liable for his wife's antenuptial wrongs and debts, while his liability for her post-nuptial wrongs and debts was unlimited.

Owing to the changed social conditions of the later nineteenth century the legal fiction of the single personality of husband and wife became increasingly difficult of application. Hence the Married Women's Property Act which primarily sought to give the poor married woman the same protection for her earnings as the rich married woman might enjoy for her property under the marriage settlement. It did rather more than that; however, though how much more was intended by the Legislature has never been clear.

A Husband's Liability. The puzzle about section 1 (sub-section 1) is to know how far, if at all, these words relieve a husband of his common law liability. The sub-section runs:

"A married woman shall, in accordance with the provisions of this Act, be capable of acquiring, holding, and disposing by will or otherwise, of any real or personal property as her separate property, in the same manner as if she were a feme sole, without the intervention of any trustee."

At first sight it looks as if the intention were to put a married woman in the same position as a "feme sole" (which is lawyer's French for a spinster or a woman who by act of God or process of law has lost her husband and thus becomes a human being). The enactment, however, goes on to say that her husband "need not" be joined as a party in any suit of hers. Is the second clause mere explanatory surplusage or a limitation? Judicial opinion went pretty steadily in favour of the latter construction, but the matter was not finally settled until the case of Edwards v. Porter in 1921, where the House of Lords decided that a husband was liable for his wife's wrong if the plaintiff chose to join him as a party.

Lords Birkenhead and Cave dissented, and now the Law Revision Committee has "respectfully" upheld their opinion and overruled the majority. Most people will think they are right, except of course the man in the unhappy position of being a plaintiff against a married woman who has been reckless with her tongue, pen, or motor-car. If she has no separate property his only possibility of redress is by joining her husband as a co-defendant.

On the other hand, the relief of the husband under the proposed new rule may in most cases be illusory, for if there is a judgment against his wife and she has no money of her own she will be subject to a committal order, so in practice he will have to pay just the same. It will be noted with satisfaction that the Committee suggest as a corollary to their recommendations that that old-standing grievance, the joint assessment of husband and wife in income tax, shall be abolished.

JAPAN RADIOPHONE PLANS

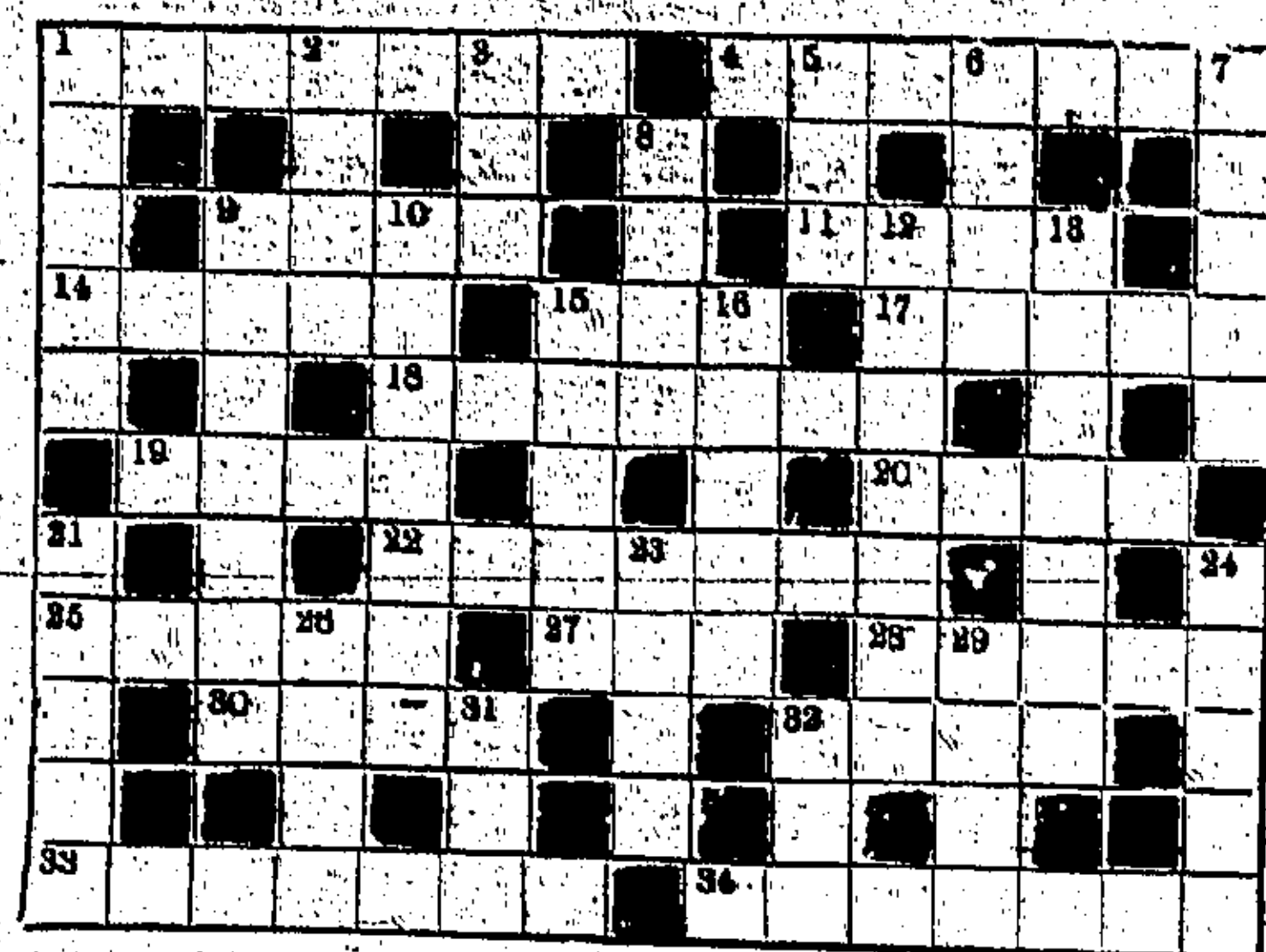
Services To Include Siam, Australia And Argentine

Tokyo, Jan. 5.

It is understood that as soon as the Japanese European radiophone service is installed the Ministry of Communications intends to begin work on the installation of similar services with Siam, Australia and the Argentine.

The tests with the European stations will come to a close on Tuesday, after which the stations will be prepared to handle regular commercial communications. The success of the service between Japan and the United States which has been in operation for sometime, is a source of great satisfaction to the Japanese, who are only too anxious to establish a similar service with the United States.

CROSSWORD PUZZLE



Note:—Figures in parentheses indicate number of letters in the words required.

Across

- 1—A full cup (7).
- 4—Ordinary (7).
- 8—No this is serious (4).
- 11—Remotely distant (4).
- 14—A man, or cattle-food (5).
- 15—On strike (3).
- 17—Moslem doctors (5).
- 18—Sundry (7).
- 19—Droop (4).
- 20—Starve (4).
- 22—A venomous snake (7).
- 25—Gauze-like fabric (5).
- 27—A slippery thing (3).
- 28—Part of a shoe (5).
- 30—Sullenness (4).
- 32—Neglect (4).
- 33—Breach of faith (7).
- 34—Sick people are often sent here, and so "disease" is eased (anagram) (7).

Down

- 1—Lively (5).
- 2—Vein (5).
- 3—An old-fashioned relative (3).
- 5—The way to go (3).
- 6—Actual (4).
- 7—Endeavour (5).
- 8—Colour (4).
- 9—Elastic-sided boots (7).
- 10—Small hawk (7).
- 12—Gives power of purchase (7).
- 13—Is given for payment (7).
- 15—Oval (5).
- 16—A quaver in music (5).
- 21—Hollow out (5).
- 23—Four out (4).
- 24—Darling girl (5).
- 26—Kind of adder (4).
- 29—Papal name (4).
- 31—Deceive (3).
- 32—A singular thing (3).

The following is the solution of yesterday's puzzle:—

Across—1. Vital, 4. Whimper-in, 9. Seeable, 10. Contact, 11. Acclaim, 12. Nether, 15. Effigy, 17. Fritter, 21. Turnout, 22. Arizona, 23. Scholar, 17, 24. Tenet.

Down—1. Vast, 2. Thenceforth, 3. Libel, 4. Weevil, 5. Inch, 6. Pence, 7. Reach-me-down, 8. Nature, 13. Vectis, 14. Arcady, 16. Growl, 18. Twist, 19. Stir, 20. Last.

MAILS BY ROCKET

Experiment On Isle Of Wight

(Special Air Mail Service)

Lymington (Hants), Dec. 22.

Herr Gerhard Zucker, the German rocket expert, fired his rocket from the golf course here to-day.

Fired is not perhaps the best word to use, for the rocket mis-fired.

It was intended to deposit 600 letters of his Majesty's mail in the Isle of Wight.

Unfortunately the letters and the rocket fell on stony ground two miles from the Lymington golf course.

On the course itself and in the Isle of Wight great preparations had been made.

Man Waiting

A man was waiting at Fort Victoria, near Yarmouth, in the island, to signal the arrival of the rocket.

The postmaster of Newport was waiting to receive the mails.

Herr Zucker was awake, early to-day. Carefully he greased the rails of his apparatus on the golf course. He ran out about twenty yards of wire from the cartridge which was to fire the rocket. The wire was affixed to a belt push when this was pressed, off went the rocket.

At the time fixed for the firing Herr Zucker lay down on the grass. He counted three. Then he pressed the button.

The "air mail" shot up, circumnavigated a curve, and came down.

Not Burst

Herr Zucker was not dismayed. At any rate the rocket had fired. When he saw his masterpiece crash he raced to the spot to ascertain the amount of damage to it.

On a previous attempt to fire mails to the Western Isles, in Scotland, the rocket burst! However, the formula of the explosive was improved, and the rocket did not burst to-day.

Zucker estimated that the speed of the rocket would be 800 to 900 m.p.h. and that it would land in the waters of the Solent—where it could be picked up a few seconds after it was fired. It contained letters to the King, and one to the Duke and Duchess of Kent.

Like A Shell

It was a curious contraption. Two rubber sponge bags, full of letters, were crammed into the nose of the rocket, which looked like a 14-pounder shell. The remainder of the rocket was taken up with a long black stick of explosive material.

The formula of the explosive was Herr Zucker's secret.

The last I saw of Herr Zucker was on Pennington Marshes, where his rocket lay. He was examining its nose. It was stove in and, sufficiently damaged to prevent its being used again.

Herr Zucker collected the mails, rushed into Lymington, and posted them at the Post Office.



SPALDING
"KRO-FLITE"
GOLF BALL

Looks like lost!

BRITISH OPEN CHAMPIONSHIP
AMERICAN OPEN CHAMPIONSHIP
CANADIAN OPEN CHAMPIONSHIP
AUSTRALIAN OPEN CHAMPIONSHIP

NEW YORK STOCK EXCHANGE

THROUGH REUTERS

AMERICAN ORIENTAL FINANCE CORPORATION
AND S. E. LEVY & CO.

QUOTATIONS

New York, January 13.

	High	Low	Close	Today's	Change
New York/London Cross-rate	4.90 1/2	4.90 1/2	4.90 1/2	4.90 1/2	up 1/2
New York Cotton—May	13.57	13.51	13.57	13.53	down 1/2
New York Rubber—May	13.78	13.64	13.80	13.69	down 1/2
Chicago Wheat—May	99 1/2	98 1/2	99 1/2	99 1/2	unchanged
Chicago Corn—May	89 1/2	87 1/2	88 1/2	88 1/2	down 1/2
Montreal Silver—March	54 1/2	54 1/2	54 1/2	54 1/2	up 1/2
Silver—Official	—	—	54 1/2	54 1/2	up 1/2
Dow Jones Averages	High—1933/34	Low—	Jan. 11	Jan. 12	Change
30 Industrials	110.76	84.38	103.35	103.30	1.06 off
20 Rails	66.94	32.85	35.88	35.87	.01 off
20 Utilities	37.73	17.00	17.68	17.41	.27 off
40 Bonds	96.48	84.73	96.62	96.33	.29 off
11 Commodity Index	85.45	41.98	60.61	60.40	.21 off

Stock & Div.	Jan. 11	Jan. 12	Stock & Div.	Jan. 11	Jan. 12
Adams Express	63	61	Goodrich	107 1/2	104
Air Reduc (3)	113	111 1/2	Goodyear	24	23 1/2
Alaska Jun (1.002)	18 1/2	18 1/2	Herc. Pwdr. (3d)	76 1/2	75 1/2
Allied Chem (6)	134 1/2	133 1/2	Illinois Central	15 1/2	15 1/2
Allis Chalmers	154 1/2	151 1/2	Int. Cement	29	28 1/2
Am. Brake Shoe	—	—	Int. Harv. (.60)	40	39 1/2
(80)	27 1/2	28	Int. Nick (.60)	23 1/2	23 1/2
Amer. Can (4)	112 1/2	111 1/2	Int. Tel. & Tel.	8 1/2	8 1/2
Am. Comm. Alcohol	—	—	Johns Manville	52 1/2	52 1/2
(25)	29 1/2	29	Kennecott (.15)	18 1/2	18 1/2
Am. Cyanamid "B"	—	—	Krog. Gro. (1.502)	27 1/2	27 1/2
(25dx)	17	16 1/2	Lehman (2.40)	72	71
Am. Express (6)	103 1/2	101 1/2	Lig. & Myers "B"	—	—
Am. For. Pwr	4 1/2	4 1/2	(4)	103 1/2	104
Am. For. Pwr. \$7 1st	—	—	Liq. Carb. (1)	29 1/2	29
Pf.	18	17 1/2	Loew's (1)	33	32 1/2
Am. Locomotive	18 1/2	18	Lorill. (1.20)	20 1/2	20 1/2
Am. Metal Co.	15 1/2	14 1/2	McIntyre (22)	40 1/2	39 1/2
Am. Pwr. and Lt.	33	33	Mont. Ward	27 1/2	27 1/2
Am. Radiator	14 1/2	14 1/2	Nash (1)	17 1/2	17 1/2
Am. Smelting	36 1/2	36 1/2	Nat. Bisc. (2)	28 1/2	28 1/2
Am. Sug. Ref (2)	85	83	Nat. City Bk. (1)	22 1/2	22 1/2
Am. T. and T. (9)	103 1/2	104 1/2	Nat. Da. P. (1.20)	16 1/2	16 1/2
Am. Tob. "B" (5)	82 1/2	83	Nat. Distillers	27 1/2	27 1/2
Am. Waterworks (1)	14	14	Nat. Pwr. Lt. (.80)	7 1/2	7 1/2
Am. Waterworks \$6	—	—	Nat. Steel (1)	48 1/2	48
pref (6)	59	58 1/2	N.Y. Central	19 1/2	19
Anaconda Copper	11 1/2	10 1/2	N. Amer. (50c. 4%)	12 1/2	12 1/2
Atch. T. and S. F.	—	—	Nor. Pacific	19 1/2	18 1/2
(2sd.)	51 1/2	51	Otis Elec. (.60)	14 1/2	14 1/2
Atlantic Ref (1)	24 1/2	24 1/2	Owens-Ill. Gl. (3)	85	84 1/2
Atlas Corp.	8 1/2	8 1/2	Pac. Gas (1.50)	14 1/2	14 1/2
Auburn Automobile	26	26	Pac. Lng. (3)	23	23 1/2
Baldwin Locomotive	61 1/2	61 1/2	Packard Motors	5	4 1/2
Baltimore & Ohio	13 1/2	12 1/2	Pennroad Corp.	2	2
Bendix Aviation	15 1/2	15 1/2	Penn. Rly. (1)	23	22 1/2
Bethlehem Steel	31 1/2	31 1/2	Phelps Dodge	14 1/2	14 1/2
Boeing Airplane	87 1/2	87 1/2	Phil. Petro (1)	14 1/2	14 1/2
Borden Co. (1.60)	23 1/2	23 1/2	Pierce Arrow	—	—
Borg. Warner (1dr.)	29 1/2	30	Pro. & Gam (1.50)	44 1/2	42 1/2
Brook-Max (3)	38 1/2	38 1/2	Pub. Ser. N.J. (2.80)	26	25 1/2
Cal. Pack (1.25)	37	37	Fullman Inc. (3)	49 1/2	49 1/2
Case	56 1/2	56 1/2	Radio Corp.	5	5
Canadian Pacific	12 1/2	12 1/2	Radio Keith Op.	2 1/2	2 1/2
Caterpillar Tract	38 1/2	37 1/2	Repub. Steel	14 1/2	13 1/2
Celanese	32	32 1/2	Rey. Tob. "B" (3)	47 1/2	47 1/2
Ch. Nat. Bk. (1.40)	26 1/2	26 1/2	Schenley	25 1/2	25 1/2
C'Peake Corp. (2.50)	42 1/2	42 1/2	Sears Roebuck	37 1/2	37 1/2
C'Peake Corp. and	—	—	Shell Union Oil	7 1/2	6 1/2
Ohio (2.80)	44	43 1/2	Simmons Co.	9 1/2	9 1/2
Chrysler (1d)	38 1/2	38 1/2	Soc.-Vac. (.60)	13 1/2	13 1/2
Col. Gas & Elec.	7 1/2	7	Sm. Cal. Ed. (1.50)	12 1/2	12 1/2
Com. Invest. Trust.	58	58 1/2	Southern Pacific	17 1/2	16 1/2
Comm. Solv. (.80)	21 1/2	21 1/2	Southern Rly.	14 1/2	14 1/2
Comm. Stkhn.	1 1/2	1 1/2	Stan. Brands (1)	17 1/2	17 1/2
Comm. Stkhn. \$6	—	—	Stan. Gas	4 1/2	4 1/2
cum. Pf. (6)	31 1/2	31 1/2	Sta. Oil Cal. (1)	30 1/2	30 1/2
Congo-Naira (1.80)	33 1/2	33 1/2	Sta. Oil N.J. (1)	42 1/2	42
Cons. Gas. N.Y. (2)	21 1/2	21 1/2	Ster. Pro. (2.80)	59 1/2	58 1/2
Cons. Oil (28)	7 1/2	7 1/2	Studebaker Corp.	2 1/2	2 1/2
Cont. Can (3)	65 1/2	64 1/2	Texas C. (1)	20	20
Cont. Oil (.25)	17 1/2	17 1/2	Texas C. Sulp. (3)	33 1/2	33 1/2
Corn Prod (3)	64 1/2	64 1/2	Transamerica (1.12)	5 1/2	5 1/2
Coty Inc.	6	5 1/2	Un. Car. and Carb	—	—
Cwn. Cork \$2.70 P.	—	—	(1.40)	46 1/2	45 1/2
(2.70)	44	43 1/2	Un. Pac. Rlys. (6)	108 1/2	106 1/2
Curtiss Wright	23 1/2	23	Un. Aircraft Corp.	13 1/2	13 1/2
Curtiss Wright "A"	8 1/2	8 1/2	Un. Air Line Trans.	5 1/2	5 1/2
Delaware & Hudson	38 1/2	38 1/2	United Corp.	2 1/2	2 1/2
Douglas Aircraft	20 1/2	21 1/2	Unl. Gas Impr. (1.20)	12 1/2	12 1/2
Du Pont (2.602)	94 1/2	94 1/2	Univ. Leaf Tob. (3)	56 1/2	55 1/2
East Kodak (4)	116 1/2	115	U.S. Indus. Alcohol	40 1/2	40
Elec. Autolite Co.	26 1/2	25 1/2	U.S. Pipe Ftry. (.50)	19 1/2	19 1/2
Elec. Bond & Share	6 1/2	6 1/2	U.S. Rubber	15 1/2	15 1/2
Elec. Bond \$5 Pf (5)	34	33 1/2	U.S. Rub. \$8 1st Pf.	38 1/2	38 1/2
Elec. Bond \$6 Pf (6)	39	38 1/2	U.S. Steel	37 1/2	37 1/2
Elec. Power & Light	2 1/2	2 1/2	U.S. Steel \$7 Pf. (2)	85 1/2	85 1/2
Fox Film "A"	11 1/2	11 1/2	Vandium	19 1/2	19 1/2
Free. Texas (1.20)	24 1/2	24	Vick Chem (2.402)	34 1/2	34 1/2
Gen. Am. Tr. (1.005)	37	36 1/2	Warner Bros. Picts.	4	3 1/2
Gen. Elec. (.60)	22	21 1/2	West. Union Tel.	32 1/2	31 1/2
Gen. Foods (1.80)	33 1/2	33 1/2	West Air Brake (1)	25	24 1/2
Gen. Motors (1d)	31 1/2	31 1/2	West E. & M. (.65)	38 1/2	38
Gen. Rly. Sigs (1)	23	27	Wilcox Oil and Gas	21 1/2	21 1/2
Gillette Saf (1)	14 1/2	14 1/2	Woolworths (2.40)	52 1/2	51 1/2
Glidden Co. (1)	25 1/2	25 1/2	Call Money	1 1/2	1 1/2
Gold Dust (1.20)	16 1/2	16			

GAELIC A DIALECT

(Special Air Mail Service)

London, Dec. 23.

The Australian authorities have not been quite ingenious enough in their attempts to exclude Herr Egon Kisch, the German novelist, from Australian territory.

The law provides for a dictation test in any language. The immigration officials, those Scottish Gaelic, Herr Kisch, retorted that it was Chinese to him.

The immigration authorities replied that this might be so, but it made him an undesirable alien all the same.

The Sydney High Court, however, have ruled that Gaelic is only a dialect.

The judges may have pleased Herr Kisch. They will not have pleased Mr. De Valera.

Mr. De Valera is very anxious that all Irishmen should speak their own language. Proceedings in Irish law courts and the Dail are often rendered unintelligible and always difficult to conduct in consequence.

Before the War Mr. De Valera failed twice in the examination for a branch of the Irish Civil Service which would have made him a British official.

The subject which undid him was English.

PRODUCTION IN NEW GERMAN STEAMER POTSDAM

HUPEH

[Special to the "Hong Kong Daily Press" (Copyright).]

Hankow, Jan. 8.

Having for the last two or three years exerted its reconstructive efforts on the development of communications, the Hupeh Provincial Government has decided to turn its attention to the promotion of productive enterprises. Plans for the encouragement and improvement of coal, cotton, spinning and wood oil industries have already been drawn up by the Provincial Bureau of Reconstruction, and about a million dollars will be appropriated for that purpose.

Coal deposits at Hsiangchi and Hingshan in Hupeh are said to be superior both as regards quality and quantity. The beds there are up to eight metres thick and extend to over a distance of fifty kilometres. As to quality, the Hsiangchi products are noted for their cohesion and their adaptability to refining.

Although occupying second place in China in the production of cotton, the products of Hupeh are gradually losing their market owing to the practice of adulation. To put an effective check on this, a strict inspection of production and transport will be carried out by the provincial authorities in co-operation with the Bureau for Inspection of Commercial Commodities, which is under the Ministry of Industries. 20 to 30 cotton ginning factories will be established at Hsiangchi and other cotton producing districts.

Plans are being made to remove the equipment of the government-operated cotton mill from the Wuhan area to Fencheng in northern Hupeh for the establishment of a new mill. This decision has been arrived at on account of that location's proximity to the cotton-producing districts as well as to the neighbouring provinces of Honan and Shensi.

With regard to wood oil, the foreign market for Chinese products has been seriously affected by the American success in producing that commodity, and as soon as Japanese succeed in producing it in Korea, a further blow will be dealt to the native industry. Up to 90 per cent. of total Chinese output are exported through the port of Hankow, but according to the latest survey, the export of wood oil has been on a gradual decline for the past three years. In order to revive that trade, large-scale afforestation scheme in the province has been decided to take place by the next spring.

China United Press (by Mail)

GOOD CHEER IN SUNGKIANG

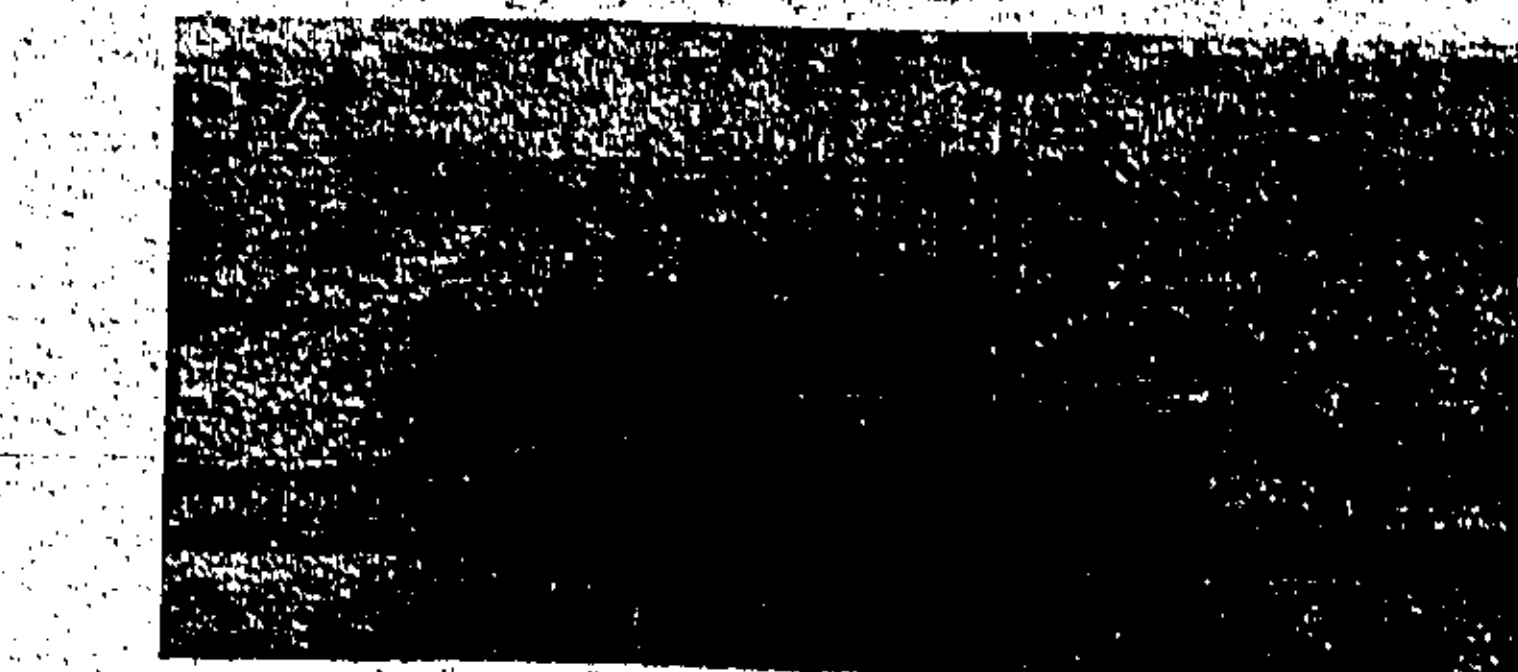
Shanghai Girls Give Treat

(From a Correspondent)

Sungkiang, Ku, Jan. 5. Christmas and New Year have brought their good cheer to Sungkiang. Visitors during the holiday season from Shanghai and other places have brought new pleasures and joys to us down here. On Christmas Eve, the students of the Susan B. Wilson School for Girls put on a pageant depicting the Birth of Christ, and the work was well done and enjoyed by the many present. On Christmas morning, there were suitable and very pleasing Christmas services in our Church. On the day after Christmas a number of the students from the McTear School for Girls in Shanghai, brought joy and happiness to the 140 odd little chaps in our Orphanage here. It was surely a fine piece of work bringing such a load of things down here and in the rainy day that came on us. If those in well conditioned circumstances could only realize how much joy could be brought into the lives of the less fortunate for a moderate outlay, how much happier this old world would be.

Sungkiang in its modernizing tendency has lately established a well fitted club. It is called New Sungkiang. They have acquired almost 40 mu of land, a part of which has already been worked in to a promising garden. A really nice building has been erected, which is fitted with many conveniences. There are modern up-to-date bath tubs, very comfortable well furnished rooms which will be only the convenience of its members. There is a large covered moon hall where weddings may be performed, and there is a large

A new large German passenger steamer is being built at Hamburg, for the East-Asian route of the Hamburg-American Line. The ship will be of 16-17,000 GRT and will have a length of 600 feet. She will have a speed of up to 18 miles per hour.



The construction has advanced so far that the launching will take place very shortly. Our picture shows the ship in the dockyard of the firm of Blohm & Voess at Hamburg.

In memory of eminent events of German history which are connected with the name of the city of "Potsdam," the ship will be christened after this city. This new large ship will take up service at the beginning of next year.

SOME CHANGES IN CHINA

How Tengkhsien Got Mail 30 Years Ago

(From a Correspondent)

Tengkhsien, Sung, Dec. 29.

Our station has just been visited by a guest who recently toured the Fiji Islands and he was so thrilled with all his contacts there that he is anxious to revisit the islands and others of the same group.

The grand children of the old Fijians can remember their ancestors as cannibals! Now in all the world these islands have the largest percentage of Christians, and education is compulsory. Their education is largely in English, so the boys playing on the shore can speak to a stranger in almost perfect English. Our visitor bought shells from the boys on the shore and they told him not to buy from a certain boy, pointing him out some distance away. He naturally asked "Why," expecting them to answer he had bought something similar when the surprising answer came: "Because he plays marbles on Sunday."

Years ago each tribe and each separate island were constantly at war and used large skin drums similar to the African tomtoms. Now these are used as church bells, and even on Wednesday evening may be heard all over the islands calling people to prayer meeting!

This reminds one of changes in China and to an old "timer" there is none greater than in the delivery of mail compared with 30 years ago. Then the Tsinling, Shantung, missionaries got their mail through the missionaries at Sutsien, Ku. They sent a courier from Tsinling. It took a week's time for him to reach Sutsien and another week for the return trip, so they got their mail once in two weeks, and at Chinese New Year when all shops were closed up for several weeks it would be more than a month before they received mail.

At one New Year over 100 lb. of mail was sent at one time. Mr. Washbrook, a Briton, of Chinkiang, was the one employed by the Chinese government to establish the Union P.O. in N. Kiangsu. He was lame from a wound inflicted by a wild boar while hunting, but was a good sport and no one would ever have suspected he wore a wooden leg. He told us a most interesting fact about wine drinking. He came to China with 39 other young men, all but four of whom considered wine necessary for the East. He with three others decided to remain teetotalists with a most remarkable result. After a few years at but the four had either died or been invalided home. Mr. Washbrook was a rare character, his patient, calm dignity made him an ideal man to deal with the Chinese which he accomplished with no distress of mind. Many who read this will remember Mr. Washbrook most pleasantly for his sterling worth.

dining room where each appetizing feast as the Chinese know how to cater, may be enjoyed. The prospectus produced by the promoters is quite attractive in its many of seductive pictures, and at least it differs from clubs that have known of both men and women are eligible for membership. It is said that the young men are attracted and brought into the club by the members who are of the same age and of the same class. The members are of the same age and of the same class. The members are of the same age and of the same class.

NAVAL INSPECTION TO-DAY

The following are the particulars of the Royal Naval Inspection by His Excellency the Commander-in-Chief, Admiral Sir Frederic Charles Dreyer, K.C.B., O.B.E. at Happy Valley to-day at 10.15 a.m.:

Capt. Errol Manners, of H.M.S. Suffolk, will be in command of the naval ratings who will wear marching order and who will be drawn from the following vessels:

"A" Company (240 men) from Kent and Suffolk.

"B" Company (240 men) from Cornwall, Hermes, and Adventure.

"C" Company (240 men) from 8th Destroyer Flotilla.

"D" Company (180 men) from Medway, Bruce, Falmouth, and 4th Submarine Flotilla.

"E" Company (180 men) from Royal Marines.

"F" Company (18 to each gun) Howitzer Battery of four guns.

Fifteen aircraft from H.M.S. Hermes will swoop past the saluting base, weather permitting.

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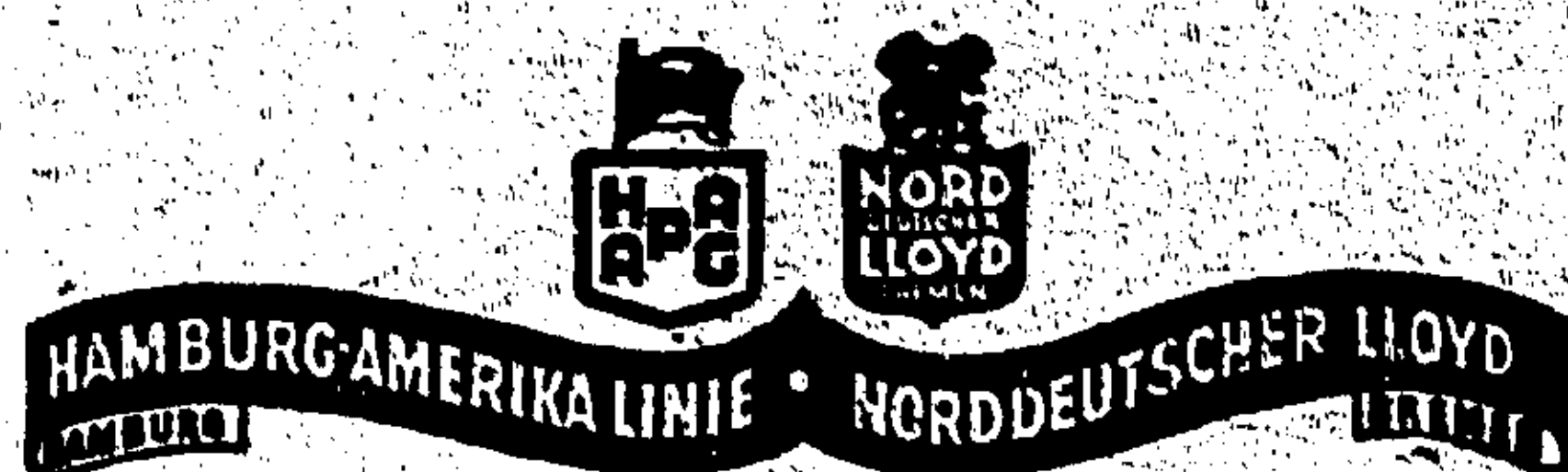
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OUTWARD SAILINGS

(HAL) m.v. "BURGENLAND" for Shanghai, Dairen, Kobe, Osaka, Yokohama, Nagoya 19th Jan.
(NDL) a.s. "ISA" for Shanghai, Yham, Kobe, Taku Bar, Dairen, Tsingtau, 25th Jan.
(HAL) a.s. "BOCHUM" for Shanghai, Yham, Kobe, Osaka, Yham, Dairen, Tsingtau.
(NDL) a.s. "COBLENZ" for Shanghai, Dairen, Tsingtau, Yham, Kobe, 7th Feb.

HOMEWARD SAILINGS

(HAL) a.s. "OLDENBURG" for Genoa, Rdam, H'burg, 26th Jan.
(HAL) m.v. "LEVERKUSEN" for Genoa, Barcelona, Rdam, Hamburg, 26th Jan.
(NDL) a.s. "DONAU" for Genoa, Marseilles, Oran, A'dam, Rdam, H'burg, 1st Feb.
(HAL) a.s. "KARNAK" for Genoa, Marseilles, A'werp, Rdam, Hamburg, 6th Feb.
(NDL) m.s. "FULDA" for Genoa, Barcelona, Lisbon, A'dam, Rdam, H'burg, Bremen, 6th Feb.

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TO BATAVIA VIA SAIGON
S.S. "TIKEMBANG" 15th Jan., 1935, 11 a.m.

TO MANILA, MAKASSAR, BALI & SOERABAYA

M.S. "TJINEGARA" 22nd Jan., 11 a.m.

TO AMOY & SHANGHAI

S.S. "TJIBADAK" 25th January.

For further information apply:
American Express Co., Inc.
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Holland-China Trading Co., Canton.
JAVA-CHINA-JAPAN LIJN N.V.
York Building, Tel. 28015.

JAVA-CHINA-JAPAN LINE

THE EXCHANGE MARKET

MESSRS. ROZA BROS.

There were no changes in the Silver prices on Saturday last, the quotations remaining at 24 7/16 for Ready and 24 9/16 for Forward. The market was supported by American and also by speculative interests. A small business was done, supplies coming from India. The market closed steady. Sterling opened in New York at 490 1/2 and closed at 490 1/2.

Market Quiet. The market was inclined to firmness during the early part of the morning but later eased off slightly in sympathy with Shanghai.

Sterling The market opened with sellers at 19 1/2 for near and buyers bidding 1/9 3/16 resulting in some business at 1/9 7/32 for April delivery followed later by transactions at 1/9 5/32 for cash. The market closed at 1 p.m. with sellers at 1/9 1/4 January, 1/9 5/32 February/March and buyers at 1/32 higher respectively.

U.S. Dollars Business was done at 43 1/2 for near, 43 5/16 for second half February and also the last week of February. There were sellers at 43 1/2 for near and February and 43 5/16 for March. Buyers at 1/16 higher.

Shanghai Dollars Sellers were quoted around 123 1/2 for cash.

Shanghai Market Steady. Sterling at 1/5 for near and 1/4 1/2 for forward, closing at 1/5 1/16 for near and 1/4 11/16 for forward. The rate touched during the interval 1/5 1/16 and 1/4 11/16. U.S. Dollars—34 13/16 and 34 for near and forward respectively. Subsequently 34 15/16 and 34 1/2.

IN THE AFTERNOON The market was steadier in the afternoon.

Sterling In Sterling business was done at 1/9 3/16 for February, 1/9 1/4 for April and second half April finishing with sellers at 1/9 5/32 January 1/9 3/16 February and probably 1/9 7/32 March. Buyers at 1/32 higher respectively.

U.S. Dollars No business was reported. The market closed with sellers at 43 1/2 January, 43 5/16 February March and buyers at 43 1/2 January/February and 43 7/16 March.

Shanghai Dollars Sellers at 123 1/2 for near and buyers probably at 1/8 higher.

Shanghai Market Silver stocks as per advice of December 31st, 1934, estimated at Tls. 240,072,000 as against Tls. 384,903,000 held at this time last year.

H. K. SHAREBROKERS' ASSOCIATION

BUYERS.

Bank of East Asia, \$90.
Underwriters, \$125.
Douglases, \$38.
Antamoks, 90 cts.
Bagulo Gold, 37 cts.
Gold Rivers, 23 1/2 cts.
United Paracales, 34 cts.
Hotels, \$5.05.
Lands, \$51.
Lights, \$10.30.
Electricity, \$724.
Telephones (Old), \$25.
Cements, \$2.02 1/2.
Dairy Farms, \$24.
Nanyangs, \$4.55.
Watsons, \$4.20.
Gold Bonds, 60 per cent.
Govt. Loan 3 1/2 per cent., \$2 per cent.

SELLERS.

Antamoks, 92 cts.
Gold Rivers, 24 1/2 cts.
Lights, \$10.40.
Cements, \$2.05.
Banks, \$1.00.
Cements, \$2.02 1/2.

SINGAPORE RAW RUBBER

Messrs. H. B. Joseph & Co. Messrs. H. B. Joseph & Co. have received the following Straits currency quotations for Raw Rubber.

Spot 21 1/2 down 1/2
April/June 24 1/2 down 1/2
July/Sept. 25 1/2 down 1/2

Market—Quiet.

Messrs. Benjamin & Potts Messrs. Benjamin & Potts have received the following Straits currency quotations (buyers) from Singapore to-day for Raw Rubber.

Spot 21 1/2 down 1/2
April/June 24 1/2 down 1/2
July/Sept. 25 1/2 down 1/2
Oct./Dec. 26 1/2 down 1/2

Market—Quiet.

LONDON EXCHANGE RATES

On	Sterling Parity	Jan. 10	Jan. 12
Amsterdam	12.10 Florins	7.254	
Athens	575 Drachmas	514 S.	
Belgrade	176.316 Dinars	228	
Bombay	1s. 6d. per Rupee	12.22	
Brussels	36 Belgas	20.93	20.95
Bucharest	913.588 Lei	490	48 1/2
Buenos Aires	47.562 per Pes.		
Copenhagen	18.156 Kroner		
Geneva	93.224 Francs	15 13 1/2	15 13 1/2
Hankow	193.23 Marks		
Hongkong		1/9 1/16	
Lisbon	110 Escudos		
Madrid	95.252 Pesetas	35 27/32	35 27/32
Milan	92.46 Lire	57 11/32	57 11/32
Montevideo	50.864 per Peso		
Montréal	4.987 Dollars	4.88 1/2	
New York	4.867 Dollars	4.81 13/16	4.89
Oswego	18.156 Kroner		
Paris	194.21 Francs	74 9/32	74 9/32
Prague	164.25 Kronen	117 1/2	117 5/16
Rio de Janeiro	28.532 per Gold Milreis		
Shanghai		1/5 1/16	1/5 1/16
Stockholm	18.156 Kroner		
Vienna	34.561 Schillings		
Yokohama	24.592 per Yen		
Silver (spot)		24 9/16	24 7/16
Silver (forward)		24 11/16	24 9/16
War Loan		3 1/2 109 1/2	

Closing Quotations

ON LONDON	ON NEW YORK
Telegraphic Transfer 1/8 1/2	Bank Bills, on demand 49 1/2
Bank Bills, on demand 1/8 1/2	Credit, 60 days' sight 49 1/2
Bank Bills, 4 months' sight 1/8 1/2	On demand 49 1/2
Credit, four months' sight 1/8 1/2	On demand 49 1/2
On Shanghai 191	On demand 49 1/2
On Singapore 73 1/2	On demand 49 1/2
On Japan 1 1/2	On demand 49 1/2
On India 1 1/2	On demand 49 1/2
Telegraphic Transfer 114 1/2	On demand 49 1/2
Bank, on demand 114 1/2	On demand 49 1/2

H. K. STOCK EXCHANGE

MONDAY'S OFFICIAL QUOTATIONS

Market conditions were generally dull. Later in the day interest was evinced in Cement, up 32 and China Lights \$70.35, both for cash, and with enquiries for in both stocks for forward deliveries.

BUYERS.

Underwriters, \$11.
Antamoks, 88 cts.
Bagulo Gold, 36 cts.
H.K. Lands 4 per cent. Debentures 100.
Realities, \$5.10.
H.K. Trams, \$20.40.
China Lights, \$10.35.
Electricity, \$72.
Govt. 4 per cent. Loan, \$1 per cent. Prem.
Govt. 3 1/2 per cent. Loan, 2 per cent. Prem.

SELLERS.

H.K. Banks, \$1.610.
H.K. Lands, \$2.
Peak Trams (Old), \$11 1/2.
Electricity, \$73.
Watsons, \$5.
Constructions (Old), \$2.
Constructions (New), 76 cts.
Union Insurance, \$500.
Antamoks, 89 cts.
Rauba, \$9.20/9.25.
Docks, \$11 1/2.
Providents (Old), \$1.40.
H.K. 4 per cent. Debentures 101.

CHANGING NAMES AND STATUS

(Special Air Mail Service) London, Dec. 26.

In becoming Director-General, Lt.-Col. F. C. Sheldermine marks another change in the titles given to the head of the Civil Aviation Dept. Hitherto Col. Sheldermine has been called plain Director.

The first person—Major-Gen. Sir Frederick Sykes—to hold this position was called Controller-General. He had a seat on the Air Council.

The higher rank now given to Col. Sheldermine will put him on an equality with the members of that body.

Unlike his predecessor, the late Air Vice-Marshal Sir Sefton Branker, he is little known to the general public.

A quiet and hard-working administrator, he has many duties to solve and is steadily solving them.

Two years ago in one of his rare expressions of opinion, he commented and approved Northcliffe's remark: "This, however, did not deter Mr. and Mrs. McMillan."

REVENUE FROM TOBACCO

Some Interesting Figures

(Special Air Mail Service) London, Dec. 26.

In the newly published Customs and Excise returns for 1933-34, it will be seen once more how much of the nation's way is paid by that unconscious patriot, the smoker. Over 287,500,000 was raised by duty on tobacco, and another 24,000,000 odd on matches and mechanical lighters. The pipe and the cigarette thus contributed a quarter of the Excise and Customs duties, and their share seems still to be on the up grade. Already in nine years the consumption of tobacco has leapt from below 130,000,000 pounds weight in a year to over 152,000,000.

Increased smoking among women is, no doubt, the main cause for this impressive change. The same tale is told in every civilized country except France. Feminine smoking has become not so much the badge of feminine emancipation as the natural accompaniment of the common life which feminine emancipation has brought. The particular rise in consumption last year can be attributed justly to the higher standard of living which returning prosperity brought. More money was available for smokers, and therefore more was smoked.

DIPLOMAT POET

Verbal Precision

(Special Air Mail Service) London, Dec. 26.

Sir Robert Vansittart recently published "Collected Poems" reflect many moods. Whatever their subject, they are all in showing a verbal precision which neither diplomats nor howdahs poets always care to observe.

Before Downing Street claimed him Sir Robert Vansittart saw many countries. He had some bouts from Samar and to Paris.

And took some falls, twist Sweden and Sudan. Whatever his experiences, however, he mirrors them in verse of a transparent sincerity.

And will a wit as well as a poet, he concludes his preface: "It might" the kindly critic wrote, "Have easily been worse."

"We will not read it anyhow." The public said, "It's verse."

Since he has become Permanent Under-Secretary at the Foreign Office, he admits that he has joined the public. He has now no time to read or write poetry.

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Pres. Taft... Jan. 16, 6 a.m.	Pres. McKinley... Jan. 18, 10 p.m.
Pres. Hoover... Jan. 28, 4 a.m.	Pres. Grant... Jan. 9, 8 a.m.
Pres. Pierce... Feb. 13, 8 a.m.	Pres. Jefferson... Feb. 16, 6 a.m.
Pres. Coolidge... Feb. 23, Noon	Pres. Jackson... Mar. 2, 6 a.m.
Pres. Wilson... Mar. 13, 6 a.m.	Pres. McKinley... Mar. 16, 6 a.m.

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CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "TIBOLUS" FROM UNITED KINGDOM AND CONTINENTAL PORTS VIA SINGAPORE

are hereby notified that their Cargo will be discharged into H.K. Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at H.K. Wharf. The Cargo will be ready for delivery from Godown on and after 11th Jan.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown and all Goods remaining undelivered after the 31st Jan. will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 4th Feb., or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE Agents. 14th January, 1935. [317]

CONSIGNEE NOTICE.

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FROM LEITHE, MIDDLESBRO, ANTWERP, LONDON, AND STRAITS.

The Steamship "BENVOLICH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at least risk into the Godowns and/or into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Motor ship "FULDA" has taken at HAMBURG and BREMEN through cargo for HONG KONG via S.S. "LINA" and S.S. "ALWIN" from BREMEN, MANTYUO, OROLO, KOTKA.

All Goods remaining undelivered after the 16th January, 1935, will be subject to Rent.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 16th Jan. 1935, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 30th Jan. 1935, or they will not be recognized.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Office in attendance, where damaged goods are examined.

All broken and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 16th Jan. 1935, will be subject to Rent.

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CHINA NAVIGATION

COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 16th Jan., Noon
AMOI & SHANGHAI	"TSINAN"	On 16th Jan., 4 p.m.
HONGKONG, SHANGHAI & HAIKOW	"KIUNGCHOW"	On 18th Jan., 4 p.m.
SWATOW, AMOI & SHANGHAI	"YCHOOW"	On 18th Jan., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 20th Jan., Noon
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUNAN"	On 20th Jan., Noon
SWATOW & BANGKOK	"KIANGSU"	On 20th Jan., 1 p.m.
FOOCHOW, SHANGHAI & DALIAN	"HONGKOW"	On 20th Jan., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 23rd Jan., Noon
AMOI & SHANGHAI	"TAIYUAN"	On 23rd Jan., 5 p.m.
HONGKONG & BANGKOK	"KAYING"	On 24th Jan., 3 p.m.
SWATOW, AMOI & SHANGHAI	"KINYUAN"	On 24th Jan., 3 p.m.
HONGKONG, SHANGHAI & HAIKOW	"KIANGTUNG"	On 25th Jan., 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 27th Jan., Noon
FOOCHOW, SHANGHAI & DALIAN	"KWAN YAN"	On 27th Jan., 1 p.m.
AMOI, SWATOW & SHANGHAI	"ANSHUN"	On 28th Jan., 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 30th Jan., Noon
SWATOW	"HONGKONG & SHANGHAI"	On 30th Jan., 4 p.m.
AMOI & SHANGHAI	"TSINAN"	On 30th Jan., 5 p.m.
SWATOW, AMOI & SHANGHAI	"KIUNGCHOW"	On 1st Feb., Noon
HONGKONG, SHANGHAI & HAIKOW	"HONGKOW"	On 1st Feb., 4 p.m.

For Freight or Passage apply to: BUTTERFIELD & SWIRE.

Telephone 30331.

Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila Thursday, La. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGT & TAIPIING (BURNERS) FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESSES CARRIED.

Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney in 19 Days.

FIRST CLASS FARE TO SYDNEY \$76 RETURN.

LONDON (via Australia) at 127-10-0.

(Australia Newsagents on the)

STEAMERS	Leave Hong Kong	Leave Manila	Leave Sydney
CHANGT	8 Feb.	16 Feb.	18 Feb.
TAIPIING	9 Mar.	17 Mar.	19 Mar.
CHANGT	9 April	17 April	19 April
TAIPIING	9 May	17 May	19 May

AUSTRALIAN-ORIENTAL LINE, LIMITED.

[Sailings subject to alteration without notice.]

For Freight or Passage, apply to: BUTTERFIELD & SWIRE, Agents.

Telephone 30333.

BARBER WILHELMSSEN LINE

MONTHLY SERVICE.

TO

Pacific Panama Atlantic
SAN FRANCISCO PANAMA (Panama) NEW YORK
LOS ANGELES CRISTOBAL (Colon) BOSTON.

NEXT SAILING

M.V. "TAI YANG"

ON 18th JANUARY

EXCELLENT ACCOMMODATION FOR 12 PASSENGERS.

DODWELL & CO., LTD.

AGENTS.

QUEEN'S BUILDING. TELEPHONE 28021.

PRINCE LINE—SILVER LINE

JOINT SERVICE

FORTNIGHTLY SAILINGS

TO

HALIFAX (NOVA SCOTIA CANADA), BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "SILVERWALNUT" Jan. 20th, 1935

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to:

FURNESS (FAR EAST) LTD.

(Incorporated in Great Britain.)

King's Building.

Telegram: Furnprinc.

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOOCHOW & RETURN

TUESDAYS AND FRIDAYS AT 3 P.M.

S.S. "HAIKOW" on TUESDAY, 16th JAN., 3 P.M.

S.S. "HAIKOW" on FRIDAY, 19th JAN., 4 P.M.

S.S. "HAIKOW" on TUESDAY, 22nd JAN., 3 P.M.

Subject to alteration without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

SUNDAYS & WEDNESDAYS AT 4 P.M.

S.S. "SEISTAN" on WEDNESDAY, 16th JANUARY.

for passengers only.

Arrivals and Departures from the Company's Wharf (Near Black Pier) ROUND TRIP TICKETS will be issued from HONGKONG to FOOCHOW (Pagoda Anchorage) and return by the same steamer at the Reduced Rate of \$10/100 including Meals while the steamer is at FOOCHOW (Time for Round Voyage 5 Days).

For Freight and Passage apply to:

DOUGLAS LAPEAK & CO., LTD.

Tel. 10027 and 10028.

General Managers.

P. O. Building.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Haiching, Douglas, January 13	Tsinan, B. & S., January 13
Haining, Douglas, January 18	Kunming, Jardine's, January 18
Yochow, B. & S., January 19	Haiyang, Douglas, January 23
Taiyuan, B. & S., January 23	Takada, B.I. (Apar), January 24
Kingman, B. & S., January 25	Tijbadak, J.C.J. Line, January 25
Shirala, P. & O., February 7	

Chefoo.

Hangsang, Jardine's, January 17.

Hunan, B. & S., January 20.

Yatsing, Jardine's, January 23.

Daly.

Hangsang, Jardine's, January 17.

Haining, Douglas, January 18.

Huichow, B. & S., January 20.

Hunan, B. & S., January 20.

Haiyang, Douglas, January 23.

Yatsing, Jardine's, January 23.

JAPAN (Direct).

Kitano Maru, N.Y.K., January 18.

Kunming, Jardine's, January 18.

Tantalus, B. & S., January 20.

Chenoucaux, Messageries, January 27.

Rakuyo Maru, N.Y.K., February 13.

Keelung.

Nagara Maru, N.Y.K., January 19.

Otaru.

Philippines, B. & S., January 28.

Somali, P. & O., February 2.

Shanghai and Japan.

Tegukimi Maru, N.Y.K., January 15.

Emp. of Russia, C.P.S., January 16.

President Taft, Dollar's, January 16.

Troilus, B. & S., January 16.

Burgeland, Jensen's, January 17.

Menestheus, B. & S., January 18.

Pres. McKinley, A.M. Line, Jan. 18.

Trinon, Thoresen's, January 18.

Nagara, Gilman's, January 21.

Taiyo Maru, N.Y.K., January 23.

Bangalore, P. & O., January 24.

Takada, B.I. (Apar), January 24.

Rajputana, P. & O., January 25.

Niel Maersk, Jensen's, January 25.

Pres. Hoover, Dollar's, January 26.

Chenoucaux, Messageries, January 27.

Philippines, B. & S., January 28.

Empress of Japan, C.P.S., January 29.

Bochum, Jensen's, February 1.

Hakusan Maru, N.Y.K., February 1.

Pres. Grant, A.M. Line, February 2.

Tanda, E. & A. S.S. Co., February 3.

Chichibu Maru, N.Y.K., February 6.

Anna Maersk, Jensen's, February 7.

Shirala, P. & O., February 7.

Chitral, P. & O., February 8.

City of Bath, Bank Line, February 8.

D'Arctagan, Messageries, February 9.

Empress of Asia, C.P.S., February 13.

SHANGHAI AND VIA PORTS.

Norviken, Jardine's, January 18.

Sinkiang, B. & S., January 18.

Tsinan, B. & S., January 18.

Yochow, B. & S., January 19.

Foonhing, Jardine's, January 20.

Hermod, Thoresen's, January 20.

Hunan, B. & S., January 20.

Kiangsu, B. & S., January 20.

Sunning, B. & S., January 20.

Haiyang, Douglas, January 23.

Suiyang, B. & S., January 23.

Yatsing, Jardine's, January 23.

Yuenyang, Jardine's, January 23.

Kingman, B. & S., January 25.

Helios, Thoresen's, January 27.

Sandviken, Jardine's, January 27.

Taku Bay.

Isar, Melchers, January 25.

Tientsin.

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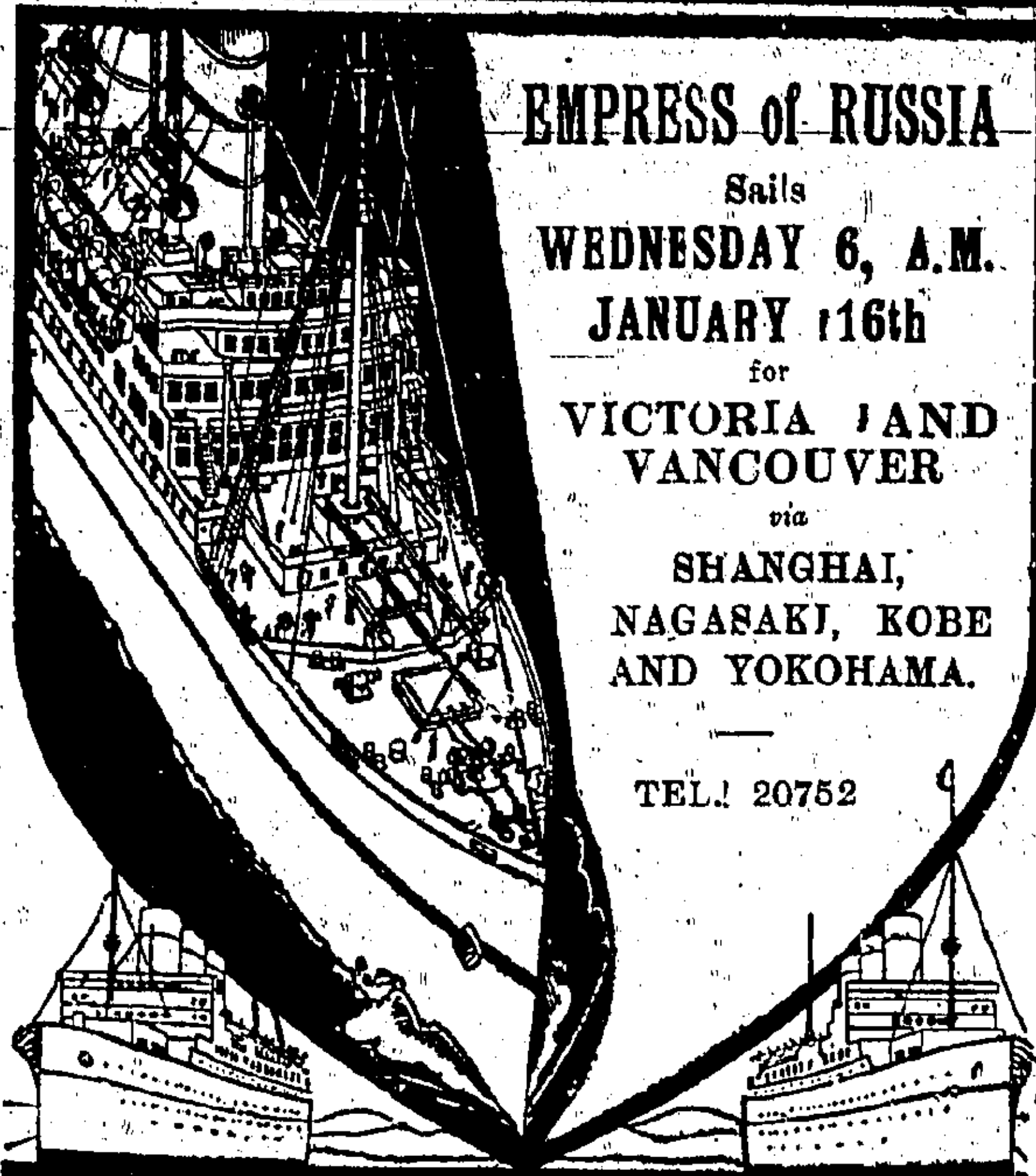
Tientsin.

Hangsang, Jardine's, January 17.

Hunan, B. & S., January 20.

Yatsing, Jardine's, January

CANADIAN PACIFIC



EMPRESS OF RUSSIA

Sails
WEDNESDAY 6, A.M.
JANUARY 16th

for
VICTORIA AND
VANCOUVER

via
SHANGHAI,
NAGASAKI, KOBE
AND YOKOHAMA.

TEL. 20752

WORLD'S GREATEST TRAVEL
SYSTEM



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

TAIYO MARU ... Wednesday, 33rd Jan.
CHICHIBU MARU ... Wednesday, 6th Feb.
TATSUTA MARU ... Wednesday, 30th Feb.

SEATTLE & VANCOUVER.

HIKAWA MARU ... (Starts from Kobe) Monday, 4th Feb.
HIYE MARU ... (Starts from Kobe) Monday, 18th Feb.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

SUWA MARU ... Saturday, 19th Jan.
FUSHIMI MARU ... Saturday, 2nd Feb.
HAKOZAKI MARU ... Saturday, 16th Feb.

SYDNEY & MELBOURNE via Manila and Ports.

KAMO MARU ... Saturday, 26th Jan.
KITANO MARU ... Saturday, 23rd Feb.

BOMBAY via Singapore, Penang and Colombo.

MAYBASHI MARU ... Monday, 29th Jan.
GINYO MARU ... Monday, 11th Feb.
TOKIWA MARU ... Thursday, 28th Feb.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los

Angeles, Mexico and Panama.

RAKUTO MARU ... Wednesday, 13th Feb.

NEW YORK via Panama.

NAGARA MARU ... Saturday, 19th Jan.
NOJIMA MARU ... Thursday, 28th Feb.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

Genoa and Valencia.

DELAGO MARU ... Sunday, 17th Feb.

CALCUTTA via Singapore, Penang and Rangoon.

BENGAL MARU ... Tuesday, 16th Jan.
TOTTORI MARU ... Tuesday, 29th Jan.
TSUSHIMA MARU ... Friday, 8th Feb.

SHANGHAI, KOBE & YOKOHAMA.

TERUKUNI MARU ... Tuesday, 16th Jan.
KITANO MARU (Nagasaki direct) ... Friday, 18th Jan.
HAKUSAN MARU ... Friday, 1st Feb.

† Cargo only.

TEL. 30291



FRENCH MAIL STEAMERS
Sailings from Hong Kong:

To SHANGHAI — KOBE.

CHERONORAU ... 27th Jan.
D'ARTAGNAN ... 29th Feb.
ATHOS II ... 3rd Mar.
ARABIS ... 8th Mar.
ANDRE LEBON ... 3rd Mar.
FELIX ROUSSEL ... 5th April

To MARSEILLES via Saigon, Singapore,

Colombo, D. Houli (Aden),
Suez, Port Said.
FELIX ROUSSEL ... 15th Jan.
JEAN LABORDE ... 28th Jan.
CHERONORAU ... 12th Feb.
D'ARTAGNAN ... 26th Feb.
ATHOS II ... 18th Mar.
ARABIS ... 28th Mar.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Oran.

For Full Particulars apply to:

MESSAGERIES MARITIMES,

2, Queen's Building, 12

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 4,300 TONS;
THROUGH CARGO
11,300 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	H.K.	Ports	Cargo for Through
Shun Chih, Swatow	350	—	—
Kiangsu, Swatow	1,231	—	—
Tsinan, Amoy	53	1,030	—
Wing Lee, Canton	—	225	—
Halching, Swatow	20	—	1,654
French, Canton	—	—	1,255
Halphong, Canton	220	—	—
Jean Laborde, Saigon	450	2,453	—
Dutch, Tjibembang, Amoy	211	1,630	—
Norwegian, Hermod, Swatow	1,270	—	—
Norviken, Swatow	255	830	—
Danish, Pacific, Singapore	17	100	—
Japanese, Durban Maru, Shanghai	57	3,853	—
Chinese, Eng Lee, Canton	—	700	—
Hai Chen, Swatow	256	539	—
Total	4,300	11,300	—

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Shun Chih (British), Swatow	47
Kiangsu (British), Swatow	8
Tsinan (British), Amoy	70
Wing Lee (British), Canton	186
Hai Ching (British), Swatow	138
Canton (French), Haiphong	73
Jean Laborde (Fr.), Saigon	114
Tjibembang (Dutch), Amoy	176
Hermod (Norweg.), Swatow	9
Norviken (Norweg.), Swatow	121
Hai Chen (Ch.), Swatow	54
Total	998

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

British	Arr.	Dep.
French	5	6
Dutch	2	1
Norwegian	2	2
Danish	1	0
German	0	1
Japanese	1	3
Chinese	2	0
Total	14	13

SHIPS IN HARBOUR

WHARVES

Kowloon:—Empress of Russia, President Taft.
Holt's:—Maron.
A.P.C.—North Point:—Irisbank.
DOCKS
Kowloon:—Malayan Prince, Empress of Japan, Lungshan.
Talkoo:—H.M.S. Otus, King Lee, Kaying, Talyo Maru, Szechuen.

BUOYS

No. A1—Burdwan.
No. A2—Antenor.
No. A4—Kyma.
No. A5—Apocoy.
No. A7—Tjibembang.
No. A8—Tantalus.
No. A11—Brazil Maru.
No. A18—Silver Sandal.
No. A17—Barge.
No. B1—King Yuan.
No. B4—Canton.
No. B9—Havdrot.
No. B10—Promise.
No. B11—Michael Jensen.
No. B12—Haldia.
No. B18—G.G. Paul Doumer.
No. B17—Feng Lee.
No. B18—Hupei.
No. B21—Ying Chow.
No. B22—Mau Sang.
No. B23—Yeljun Maru.
No. B25—Cape St. Francis.
No. B28—Brelviken.
No. B27—Temple Maru.
No. B28—Barge.
No. C1—Hermod.

SHIPPING MOVEMENTS

The Blue Funnel s.s. Antenor will arrive from Shanghai to-day.

The Blue Funnel s.s. Menestheus will arrive from Singapore to-day.

The B.I. & Apocoy Line's s.s. Talma will leave Amoy for this Port on the 16th instant, and is due here on the 17th instant.

The R. M. S. Empress of Asia arrived at Nagasaki on January 13th and left on the same evening for Shanghai where she is due this morning. She will leave Shanghai this afternoon for Hong Kong and Manila.

The s.s. Moncalieri (Lloyd Triestino) sailed from Singapore on the 13th instant for Saigon. She is expected here on or about the 20th instant.

The s.s. Clara Camus (Lloyd Triestino) sailed from Aden on the 11th instant and is expected here on or about the 10th February.

The s.s. Conte Verde (Lloyd Triestino) sailed from Trieste and Venice on the 14th instant, and is due here on the 3rd February.

NOTICE TO MARINERS

Derelict Steamer Dangerous To Navigation

The Harbour Master has issued a notice to mariners to the effect that the master of the British steamer, the Apocoy, had reported having sighted the derelict steamer "Tao Maru" drifting along S.S. by W. while he was on his voyage to this port.
The position of the derelict, which is considered to be a danger to navigation is given as Latitude 21.00 North and Longitude 113.20 East.

ARRIVALS

14TH JANUARY

Holchow, British steamer, 1,638 tons, Captain A. F. Summerfield, from Holchow, buoy No. B3—B & S.
Kaitangata, British steamer, 1,202 tons, Captain H. MacPhee, from Canton, Faumail, Williamson & Co.

Yeljun Maru, Japanese steamer, 1,284 tons, Captain T. Minoda, from Port Arthur, buoy No. B24—D. K. K.

President Taft, American steamer, 8,651 tons, Captain J. Griffith, from Manila, Kowloon Wharf, Dollar Line.

Ying Chow, British steamer, 1,216 tons, Captain R. Warren, from Swatow, buoy No. B21—Butterfield and Swire.

Eng Lee, Chinese steamer, 865 tons, Captain H. Osek, from Canton, buoy No. B17—Yee Tai Hong.

Canton, French steamer, 978 tons, Captain Rochbrochard, from Haiphong, buoy No. B4—M. M. & Co.

15TH JANUARY

Tsinan, British steamer, 2,100 tons, Captain C. H. Jones, from Amoy, buoy No. B20—Butterfield and Swire.

Kiangsu, British steamer, 1,555 tons, Captain N. Hardie, from Bangkok via Swatow, buoy No. B14—B & S.

Shun Chih, British steamer, 1,173 tons, Captain W. Lee, from Saigon via Swatow, off West Point—Wo Fat Sing.

Hermod, Norwegian steamer, 840 tons, Captain Ellassen, from Swatow, buoy No. C1—Thoresen & Co.

Tjibembang, Dutch steamer, 5,028 tons, Captain J. Van Rees, from Amoy, buoy No. A7—J. C. J. Line.

Durban Maru, Japanese steamer, 4,382 tons, Captain Takate, from Shanghai, buoy No. A1—N. Y. K.

Hai Chen, Chinese steamer, 2,113 tons, Captain H. Y. Hughes, from Shanghai via Swatow, C.M.S.N. Wharf—China Merchant Steam Navigation & Company.

CLEARANCES

14TH JANUARY

Yingchow, for Canton.
Durban Maru, for Saigon.
Texaco XI, for Shanghai.
Eng Lee, for Tientsin.
Hai Chen, for Canton.
Haldia, for Swatow.
Tsinan, for Canton.
Hydrangea, for Swatow.

WARSHIPS IN PORT

The following Warships were in port yesterday:

Basin—Tamar.
North Wall—Adventure, Moth.
East Wall—Herald, Phoenix.
North Arm—Kent, Falmouth.
West Wall—Cornwall, Bruce, Duncan.
In Dock—Seamew.
Cosmopolitan Dock—Odin.
Talkoo Dock—Otus.
No. 1 Buoy—Hermes.
No. 2 Buoy—Medway, & S/Ms.
No. 3 Buoy—Berwick.
No. 6 Buoy—Suffolk.
No. 10 Buoy—Duchess, Diamond.
No. 11 Buoy—Dainty, Defender.
No. 13 Buoy—Decoy, Delight.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"NADLER"	16,000	26th Jan.	Bombay, Marseilles, & London.
"FISOMAL"	7,000	2nd Feb.	Mars. Havre, London.
"RAWALPINDI"	17,000	9th Feb.	Bombay, Marseilles & London.
"BAJUTANA"	17,000	3rd Feb.	do
"BANGALORE"	6,000	2nd Mar.	Mars. Havre, Ldon, H'bg.
"CHITRAL"	15,500	9th Mar.	R'dam, Awerp, & Hull.
"CARTHAGE"	14,300	23rd Mar.	Marseilles & London.
"BHUTAN"	6,100	30th Mar.	Mars. Havre, Ldon, H'bg, B'dm.
"CATHAY"	18,000	6th Apr.	Marseilles & London.
"BEHAR"	6,100	13th April	Bombay, Mars. Havre, Ldon.
"CORFU"	15,000	20th April	H'bg, B'dm, Awerp, & Hull.

* Cargo only. † Calls Ureshima.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALMA"	10,000	13th Jan.	Singapore, Penang & Calcutta
"SIBDHANA"	8,000	1st Feb.	do
"TARADA"	8,000	15th Feb.	do

* Calls Port Swettenham

R.I.—Apcar Line steamers have excellent accommodation for 1st and 2d class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"NELLORE"	7,000	1st Feb.	Manila, Batavia, Brisbane, Sydney, Melbourne & Hobart
"TANDA"	7,000	2nd March	do
"NANKIN"	7,000	2nd April	do

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.

AUSTRALIA AND NEW ZEALAND for a Cheap Holiday (Sailing, Fishing, Shooting, Climates to all. Your English Money is worth 25% more).

No Additional Charge for Deck Cabins. Sun Deck Swimming Pool—Orchestra carried—Laundry—Surgeon—Stewards.

E. & A. Cuisine and Service are unsurpassed.
Frequent connections from Australia with the following: The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and India.
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"BANGALORE"	6,000	24th Jan.	Shanghai, Kobe & Yokohama
"TARADA"	8,000	24th Jan.	Amoy, Shanghai, Kobe & Osaka
"BAJUTANA"	17,000	25th Jan.	Shanghai, Kobe & Yokohama
"TANDA"	7,000	3rd Feb.	Shanghai, Kobe, Osaka & Yama
"SIBHALA"	8,000	7th Feb.	Amoy, Shanghai, Kobe & Osaka
"CHITRAL"	15,500	8th Feb.	Shanghai, Kobe & Yokohama
"BHUTAN"	6,100	21st Feb.	Shanghai, Kobe & Yokohama
"SILAWA"	10,000	21st Feb.	Amoy, Shanghai, Kobe & Osaka
"CARTHAGE"	14,300	22nd Feb.	Shanghai, Kobe & Yokohama
"NANKIN"	7,000	7th Mar.	Shanghai, Kobe, Osaka & Yama
"BANGALORE"	6,000	7th Mar.	Amoy, Shanghai, Kobe & Osaka
"CATHAY"	18,000	8th Mar.	Shanghai, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Pumps, Louvre Ventilation.
Steamers on London and Australia Lines are fitted with Laundries.
Parcels measuring not more than 6 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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SERVICE OF FAST MOTOR VESSELS

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To PORT SAID, MARSEILLES, ALGERS, ORAN, NOTTERDAM, AMSTERDAM, HAMBURG, ORO, GOTHENBURG, AND OTHER SCANDINAVIAN PORTS.

via MANILA AND STRAITS SETTLEMENTS.

M.V. "FEIPING" ... 1st Feb.

M.V. "NAGARA" ... 1st March

OUTWARDS

To SHANGHAI AND JAPAN PORTS

M.V. "NAGARA" ... 2nd Jan.

M.V. "CANTON" ... 2nd Feb.

Passenger Rates: Hong Kong to Shanghai, 2/6; Hong Kong to Japan, 3/6; Hong Kong to Europe, 4/6.

Freight: 1/6 per ton for goods, 1/3 per ton for heavy goods.

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S.S. "CITY OF ORAN" ... 8th Feb.
S.S. "CITY OF NORWICH" ... 8th March

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOV" ... 30th April

Loading for Mauritius, Réunion, Tananarive, Lourenco Marques, Durban and Cape Town.

EAST & SOUTH AFRICA

M.V. "INCHANGA" ... 4th Feb.
M.V. "INOMATI" ... 4th Mar.
M.V. "ISIPINGO" ... 4th Apr.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

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HONGKONG DIRECT TO LOS ANGELES (in 21 Days)

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